

# HORSELESS CARRIAGE GAZETTE



Vol. 30 No. 4  
July-August, 1968



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DURANGO, COLORADO JUNE 19-22 - 1968

# Horseless Carriage Club of America

Founded in Los Angeles November 14, 1937

A nonprofit corporation founded by and for automotive antiquarians and dedicated to the preservation of motor vehicles of ancient age and historical value, their accessories, archives and romantic lore.

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Active Members must own a Horseless Carriage of year 1915 or earlier; they have all privileges of the club. Annual dues, \$9.00 (Canada and foreign, \$9.50), \$7.00 of which is for a one year subscription to the Horseless Carriage Gazette.

Associate Members have all privileges of the club except holding a National office and voting. Annual dues \$7.00, (Canada and foreign, \$7.50) which includes a year Gazette subscription.

Wives of Members may become either Active or Associate members, corresponding to their husband's membership. Only one copy of the Gazette, the Roster and other mailings will be sent jointly to husband and wife. Annual dues, \$2.00.

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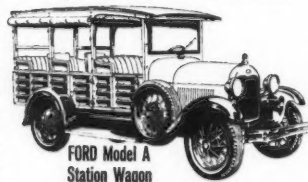
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# HORSELESS CARRIAGE GAZETTE



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Vol. 30, No. 4  
July-August, 1968



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## NOTICE

A free Gazette will be sent to any potential HCCA member, along with an illustrated fact sheet picturing club activities. Just send us the name and address of anyone you think would be interested in the GAZETTE and Horseless Carriage Club activities. Please be sure of the correct address and include the zip code!

## NATIONAL COMMENTS

Have you ever noticed how the nature of collecting cars has changed over the years? Generally, the car type in which there has been the greatest interest, from a collecting standpoint, reflects the growth and change within the Automobile Industry itself at an accelerated rate.

At the time of our club's founding it was the high-wheelers and more primitive cars that were the most desirable. If a car was one-of-a-kind or small, it evoked greater interest in the eye of the beholder. ("We found a six cylinder, seven passenger Blookus, but who would want anything that big?").

Later on brass-age and tour cars became THE thing. A tour car, having an early self-starter, thus saved the tour participant much labor exactly in the same way the original owner was spared the work of cranking only we are speaking of some forty years later. At this point in time brass cars were selling for a couple of thousand dollars while their cousins, the classics, were bringing prices ranging in the area of a couple hundred.

Then the classics became of greater general interest to collectors and prices outstripped those of antiques far and away just as their original prices did in the Roaring Twenties. Post-World War II cars are presently coming into the collecting sphere. Vintage Sports Car Clubs are actively restoring and touring.

Meanwhile, back at the pre-'15 ranch our cars have become progressively more highly restored. It used to be that the cars, being old and inexpensive somewhat had "the tatters" while their young owners toured and met socially. Nowadays the cars are polished to jewel-like perfection while their owners show signs of needing restoration themselves. (See any early Gazette and compare it to a present one).

It is possible that our organization itself is in need of restoration. Your Board of Directors is presently conducting an in-depth study of our present and future needs before deciding what action must be taken. When any living thing ceases to grow, it begins to die. Organizations, whatever their purpose, are the same way. Basically, our organization centers around a mutual interest in pre-1915 automobiles. There are those individuals whose real hobby is the presence of a hobby within a hobby, so to speak. Namely, those persons whose basic interest is in the organization of things. They are needed. Try and keep any organization functioning without them.

If you are aware of such a member it would be helpful to communicate his name to the nominating committee for consideration. Moreover, your club needs your support and interest now more than ever before. If you have any comments, criticisms, or suggestions for improvement, the information would be welcomed by your Board of Directors.

— Roger Ellis  
Secretary

*Roger Ellis*

## HORSELESS CARRIAGE GAZETTE ADVERTISEMENTS MAKE DREAM COME TRUE!



1909 Cadillac touring car, a true "Parts Car", made from parts located by The Horseless Carriage GAZETTE advertisements.

In 1963 I decided that I wanted to restore a 1909 Cadillac demi-tonneau so I inserted ads in the Horseless Carriage Gazette. It was not easy to locate all the parts, but I had patience and it paid off.

The first part that I purchased was a chassis, less the engine, transmission, rear housing and body. The frame still had the original blue color paint and there was no rust on any of the parts. Sometime later I located a complete engine and it appeared in good condition.

At this point I felt confident that I could locate the other parts that I needed. My ads continued in the Gazette and in 1965 I received an answer from a man who had the rear housing and the transmission. I purchased these two items and then started to do the restoration work. The frame and the other parts were sand-blasted, primed and painted. The rear axle housing was not too good so I decided to locate a better one. Later I learned of a man who had one so I wrote him a letter. He wanted some of the extra parts that I had so a trade was made.

The next thing I did was the research work so that the car would be restored as it was when sold new. The body was built and the upholstering work was done and then the assembly work begun. After I had spent about 300 hours the car was completed and the result was rewarding.

I have enclosed a colored negative so that a photograph could be inserted in the Gazette.

— John Badagliacco  
San Francisco, Calif.

# COMING EVENTS

PLEASE MARK YOUR CALENDAR NOW SO YOU WILL NOT MISS THE MEETINGS YOU WISH TO ATTEND.

## AUGUST 1968

- 00-00 OLD CAR RUN TO OLD MACDONALD'S FARM (BUTLER, PA.)  
Pittsburgh (Pennsylvania) Region HCCA.  
9/REGIONAL GROUP MEET 8 P.M.  
Central California Region HCCA  
9-10-11/31st ANNUAL NATIONAL MEET  
Midwest Region (Kansas City) VMCCA  
9-11/NATIONAL MEET & TOUR. (S. S. Block, 1212 E. 19th St. K.C., Mo.)  
Veteran Motor Car Club of America invites other clubs.  
10/ANNUAL SOMERSET ANTIQUE CAR SHOW, SOMERSET, PA.  
(Wayne F. Barron) Western Pennsylvania Region AACA.  
12-13-14-15/WESTERN NATIONAL TOUR  
Denver (Colorado) Mile High Chapter VMCCA  
18/STEAK FRY.  
Southern California Region HCCA.  
18/LOCAL TOUR & HAMBURGER FRY.  
Canton (Ohio) Region HCCA.  
18-19-20-21/BAY AREA TOUR.  
Brea (Oakland, Cal.) Region HCCA.  
18-19-20-21/SANTA CRUZ, CAL. MOUNTAIN TOUR  
Bay Area (Oakland, Cal.) Region HCCA.  
21-22-23-24/WHITE MOUNTAIN TOUR.  
Arizona Region HCCA.  
24/PROGRESSIVE DINNER  
Newport Beach (California) Region HCCA.  
24-25/SWAP MEET, LONG BEACH, CAL.  
Long Beach Model T Club.  
25/8th ANNUAL CONCOURS D'ELEGANCE  
Le Cercle, Los Angeles, Cal. (Bud Cohn)  
29-30-31-1-2/GIANT CAVALCADE, STEAM TRACTORS & ANTIQUE  
CARS. Midwest Old Settlers & Threshers Assoc. Mount Pleasant, Iowa.  
31-Sept. 1/AIR CAPITOL TOUR (Richard J. Mann)  
Wichita (Kansas) Region HCCA.

## SEPTEMBER 1968

- 1/STARK COUNTY FAIR & OLD CAR FESTIVAL.  
Canton (Ohio) Region HCCA.  
6-7-8-9/FIRST ANNUAL NATIONAL HCCA 1 & 2 CYLINDER TOUR INCLUDING...  
6-7-8-9/FIRST ANNUAL NATIONAL HCCA 1 & 2 CYLINDER TOUR  
including... Steam and Electric cars pre 1916. Carmel Valley, Cal. (Joe Morris)  
7-8/ANNUAL GREENFIELD VILLAGE OLD CAR FESTIVAL.  
Dearborn, Michigan.  
7/ANNUAL FALL MEET (RAIN DATE, SUNDAY 8)  
Fairfield County Region HCCA, Ridgefield, Conn.  
8/ANNUAL SWAP MEET? INDOORS, LANE COUNTY F.G.  
Eugene (Oregon) Region HCCA. (Darwin Lajoie)  
13-14-15/3rd ANNUAL OESTER. MOTOR VETERANEN RALLYE Oester-reichischer Motor  
Veteranen Club. (H. Goldmann, Neue Weltgasse 5, All 30, Vienna XIII, Austria.  
14-15-16-17-18-19-20-21-22 / AMSTERDAM-PARIS-AMSTERDAM TOUR Pioneer Automobielen Club (Ch. Van Wijnkoop, Zuidereind 54714 'S Graveland, Holland.  
14-15 / FIELD MEET & FLEA MARKET, SALINAS, CAL.  
Salinas Valley (California) Region AACA. (Larry Vera, 48 Marion, Salinas).  
14-15/ OVER NIGHT MYSTER RUN.  
Pittsburgh (Pennsylvania) Region HCCA.  
15/1st ANNUAL ANTIQUE AUTO SHOW, N. J. State F.G.  
Trenton (N.J.) Region HCCA (Donald Newman)  
15/BRIGHTON TO MELBOURNE RUN (AUSTRALIA)  
Veteran Car Club of Australia (Victoria).  
21-22/HARVEST SWAP MEET, S.W. WASHINGTON FAIR GROUNDS  
Centralia-Chehalis (Washington) Region HCCA.  
21-22/AUTUMN RALLY IN IRELAND.  
(R. Mathews, Station Rd., Portarlinton, Co. Laois, Ireland).  
21-22/COUSIN JACK RALLY TO KAINA.  
Sporting Car Club of South Australia.  
21-22/IRISH INTERNATIONAL RALLY Irish Veteran & Vintage Car Club  
(T. W. Pegum, "Kleton," Hollywood Park, Goatstown, Dublin 14, Ireland.  
22/LOS ANGELES HARBOR TOUR.  
Southern California Region HCCA.  
22/VALLEY OF THE SUN OUTING TOUR.  
Valley of the Sun (Arizona) Region HCCA.  
22/6TH ANNUAL CONCOURS D'ELEGANCE, SILVERADO COUNTRY CLUB, NAPA,  
CAL. Marin County Circle, Florence Crittenton Home/Bay Area HCCA.  
22-23-24-25-26-27/GLIDDEN TOUR, MT. EQUINOX, VERMONT.  
26/BACK SEAT DRIVERS MEET.  
Valley of the Sun (Arizona) Region HCCA.  
28/WHITTIER QUAD SHOW (WHITTIER, CALIFORNIA)  
Newport Beach (Cal.) Region HCCA

## OCTOBER 1968

- 0-00/MYSTERY TOUR  
Southern California Region HCCA.  
4-5-6/AACA NATIONAL FALL MEET, CHATTANOOGA, TENN.  
(Harold L. Coker, 5100 Brainerd Rd., Chattanooga.)  
4-5-6/AUTUMN TOUR, SOONER REGION HCCA.  
(Doc Brandes, 2124 N. W. 25, Oklahoma City, Okla. 73107).

## 5-6/FALL TOUR, CALAFRAS BIG TREES.

- Modesto (California) Region HCCA.  
6/ANTIQU CAR TOUR.  
Manitoba Classic & Antique Auto Club, Winnipeg, Canada.  
6/ANNUAL SWAP MEET, STONESTOWN.  
San Francisco (California) Region HCCA.  
17-Return Nov. 7/EUROPEAN TOUR & LONDON TO BRIGHTON COMEMORATION  
RUN. National event of the Horseless Carriage Club of America. (Clarence Kay).  
18/LOCAL FALL TOUR.  
Canton (Ohio) Region HCCA.  
19/HAY RIDE AND WIENER ROAST.  
Pittsburgh (Pennsylvania) Region HCCA.  
19-20/AUTUM LEAF TOUR.  
Newport Beach & San Diego (California) Regions of HCCA.  
19-20/OVERNIGHT TOUR.  
Valley of the Sun (Arizona) Region HCCA.  
20/GENERAL MEET AND FARGO SWAP.  
Manitoba Classic & Antique Auto Club, Winnipeg, Canada.  
24/BACK SEAT DRIVERS MEET.  
Valley of the Sun (Arizona) Region HCCA.

## NOVEMBER 1968

- 3/LONDON TO BRIGHTON COMEMORATION RUN Veteran Car Club of Great Britain,  
14 Fitzhardinge St., London W. 1 England.  
8/ANNUAL DINNER.  
Newport Beach (California) Region HCCA  
16/DINNER & ELECTION OF OFFICERS.  
Canton (Ohio) Region HCCA.  
17/MYSTERY TOUR.  
Valley of the Sun (Arizona) Region HCCA.  
21/BACK SEAT DRIVERS MEET.  
Valley of the Sun (Arizona) Region HCCA.  
22-23-24/20th ANNUAL NATIONAL AUTORAMA  
Connecticut State Armory, Hartford, Conn.

## DECEMBER 1968

- 6/OFFICER INSTALLATION DINNER.  
Central California Region HCCA.  
14/BANQUET.  
Valley of the Sun (Arizona) Region HCCA.  
14/ANNUAL DINNER MEETING.  
Southern California Region HCCA.  
15/ANNUAL CHRISTMAS PARTY.  
Canton (Ohio) Region HCCA.

## JANUARY 1969

- 6/BANQUET & INSTALLATION OF OFFICERS.  
Central California Region HCCA.

## FEBRUARY 1968

- 23/SWAP MEET.  
Joint San Diego (California) Regions of HCCA and AACA.

## JUNE 1969

- 12-13-14-15/THE TEXAS TOUR.  
Corpus Christi (Texas) Region HCCA.

**NATIONAL ONE &  
TWO CYLINDER  
TOUR**

**SEPTEMBER 6--9 1968**

**CARMEL VALLEY,  
CALIFORNIA**

# Packard

## MOTOR CARS



### A History

Flat on his back in the deep dust of the old turnpike between Cleveland and Warren, Ohio, a young man, grimy with oil and dirt, toiled, tugged, and cussed. The young man was James Ward Packard, the Warren, Ohio, electric fixture manufacturer—the “horseless carriage” under which he fumed, a Winton.

He was trying mightily, but unsuccessfully, to make the machine run. He had purchased it early in the morning from its Cleveland manufacturer and he was endeavoring to drive the sixty miles to his home in Warren. He struggled all day and, late at night, arrived home in tow of a team of plow horses.

The young Warren manufacturer was a mechanic and a good one. He was determined that he know the reason why his newly purchased carriage wouldn't run. Experimenting with things mechanical was his hobby.

His study of his new horseless carriage showed him, he believed, how improvements could be made. In his enthusiasm he hastened to Cleveland to offer his new found ideas to the factory which had made his machine.

The Cleveland manufacturer, Alexander Winton, a dynamic little man, faced young Packard belligerently across the desk and after listening to Packard's constructive criticism replied, “Well, if you're so darn smart maybe you can build a better machine yourself.” Packard's soft spoken answer was, “Perhaps I could, at that” —and he did!

Working spare moments, in a shed of the electric fixture plant, Packard started the work of designing a “horseless carriage.” On November 6th, 1899, it was completed. But that is not all, it was a finished and good looking job, and more important, it ran well and kept on running at the will of the operator. This machine was so successful that friends demanded that Packard build duplicates. Soon J. W. and his brother, Warren D. Packard, were in the business of building “horseless carriages,” and thus was born—the Ohio Automobile Company.

This first machine of the Packard's had several things which were later used almost exclusively in automobiles. Important among those features was, three speeds forward and one reverse, through sliding the belt drive. The Packard's were aided in the building of their machines by George L. Weiss of Cleveland, who was one of the organizers of the Winton Company, and W. A. Hatcher, who had been the Winton Shop Superintendent. “J. W.” and Hatcher took charge of the mechanical end while “W. D.” and Weiss looked after the finances of the business.

Real attention began to center on the work of the new automobile firm in Warren, when J. W. Packard and Weiss on May 21, 1900, drove the second car they built from Warren to Cleveland by way of Ashtabula, a distance of over 100 miles, between 10:20 A.M. and 7:15 P.M. of the same day. Five days later they drove from Warren to Buffalo in 13½ hours, and



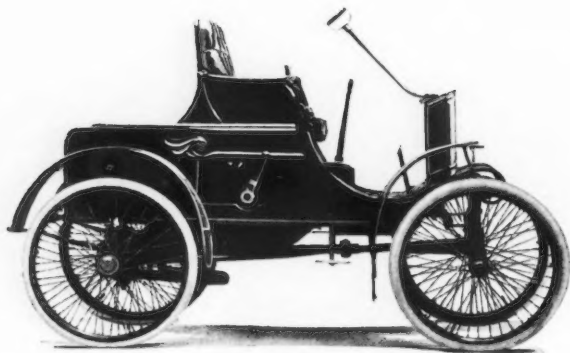
1905 Packard Model "N", the second model made in Detroit.

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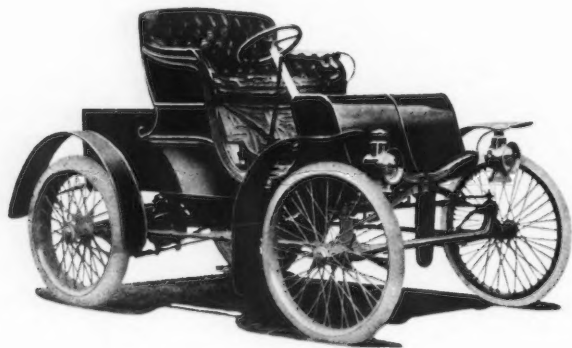
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1899 - MODEL A

### 1900-Model B

MODEL B was the first Packard to be exhibited at Madison Square Gardens. It had the same power plant and chassis as Model A, but was equipped with a dos-a-dos seat and an improved dash. This model became quite popular, and several were manufactured and sold. It developed a maximum speed of 22 miles per hour. On September 10, 1900, capital stock of the Company was increased to \$100,000 and the name was changed to the Ohio Automobile Company. J. D. Packard was elected President.



1901 - MODEL C

### 1902-Model F

MODEL F marked the emergence from the buggy to the automobile type. It was a four passenger model with entrance to the back seat from the rear. Wheels were of wood with 4" herring-bone tread single tube tires. This was the first Packard to have three speeds forward and one reverse. In the Long Island fuel economy test, a model F averaged 27½ miles to the gallon. On October 13, 1902, the capital stock was increased to \$500,000, and the name changed to the Packard Motor Car Company.

### 1899-Model A

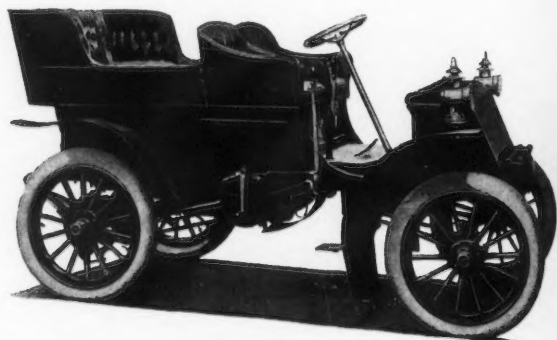
THE FIRST Packard car appeared on the streets of Warren, Ohio, November 6, 1899. It was a one-seated model of the buggy type, equipped with wire wheels. The power unit was a single cylinder horizontal motor with a single chain drive to the rear wheel. The motor was rated at 12 brake H. P. It was the product of the genius of James W. Packard and William D. Packard, brothers, who, together with G. L. Weiss and W. A. Hatcher, organized the partnership of Packard and Weiss in July, 1899.



1900 - MODEL B

### 1901-Model C

THE OUTSTANDING improvement on Model C was the steering wheel and rigid steering post. This displaced the spade handle tiller type steering arrangement which had been used on previous models, and which was used generally by automobile manufacturers at that time. Five cars of this model entered the New York to Buffalo endurance contest, and, although but half of the 89 cars entering completed the race, all of the Packards finished among the leaders and received national recognition.

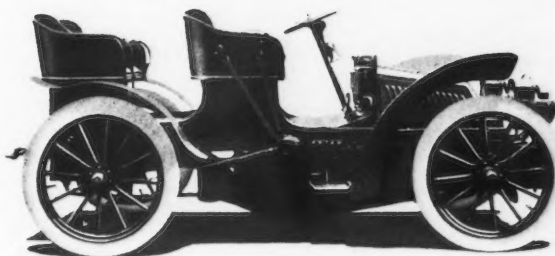


1902 - MODEL F



### 1903-Model K

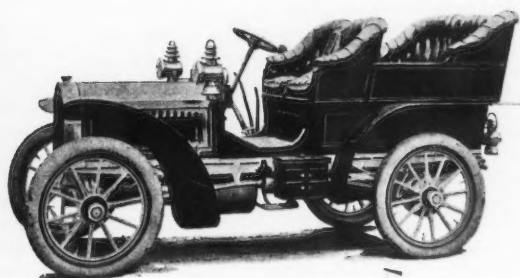
PRIOR TO model K, all Packard cars offered to the public were equipped with single cylinder motors. Model K was one of the first four cylinder American cars on the market. The motor which was located up in front under a hood developed approximately 26 H. P. Limousines and other closed bodies were first offered by Packard on this model. On September 5, 1903, the directors of the Packard Motor Car Company decided to move the factory from Warren, Ohio, to Detroit.



1903 - MODEL K

### 1904-Model L

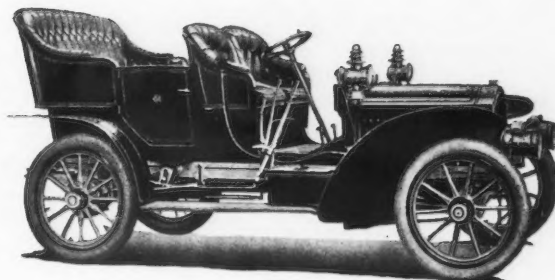
PACKARD RADIATOR lines and the Packard hub cap came in 1904 with model L. This car embodied many of the fundamental principles which are found on current models, such as rear wheel transmission, progressive gear shift, and the automatic governor. The Grey Wolf broke the American one mile record 13 times in two days, and won the 1,000 mile non-stop run at Grosse Pointe track August 6, 1904. Model L was the first car built on a production basis in the Packard Detroit factory.



1904 - MODEL L

### 1905-Model N

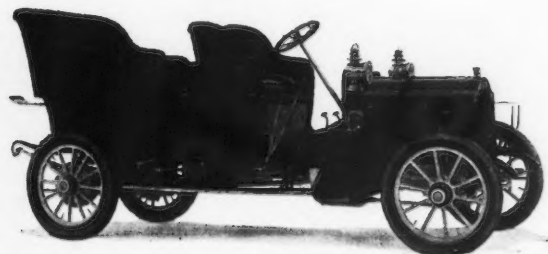
THE ENTRANCE to the tonneau by means of side doors came with model N. Other features which differed from model L were a longer wheel base and a 28 H. P. engine made by increasing the cylinder bore. The first enclosed bodies built in Packard shops were made for this model. The wheel base was 106". The price of the standard touring was \$3,500 as compared with \$7,500 for model K. This model developed a speed of 45 miles per hour. Approximately 500 model N cars were built in 1905.



1905 - MODEL N

### 1906-Model S

MODEL S, better known as the Packard 24 was built on a 119" wheel base chassis and developed 24 H. P. Semi-elliptic springs displaced the platform type, used up to this time. Magneto ignition also made its appearance with this model. The carburetor was improved by the addition of the auxiliary air valve, and a hot water jacket. About 700 Packard 24's were built. Model S was offered in seven body types at prices ranging from \$4,000 to \$5,325.



1906 - MODEL S

would have made the trip in less time but for battery trouble.

Weiss, acting as salesman for the organization, sold a special machine to W. D. Sargent of Chicago. It was provided with a copper-jacket cylinder and had four speeds. Mr. Sargent received his carriage October 24th, 1900, and paid \$1,750 for it. A few more of the standard machines were built and sold and it was then decided to display one of the standard machines at the Automobile Show being held in Madison Square Gardens.

This show was held between November 5th and 10th in the year 1900. This was the first year of Automobile Shows. (only one car, then exhibited, is still being manufactured—Oldsmobile).

The exhibition consisted principally of the driving of carriages around a circular track in the Gardens. Obstacles were placed at various points on the track and the carriages were driven among them to demonstrate how easily they could be handled. The "Packard Carriage," as it was called, was declared to be the center of interest—fairly stole the show—and was operated so successfully that orders for a special machine and two standard vehicles were taken at the track.

About this time newspapers began giving much attention to the "horseless carriage," and early in 1901 the arrest of Alden S. McMurtry at Warren, on the charge of driving his Packard 40 miles an hour through the city streets was considered an international scoop. Enough of the cars of the new firm were in operation by this time that the "Service" problem was born. Besides manufacturing the machines, J. W. Packard took care of the service angle of the business and gave not only technical advice but also instructions in driving to new owners.

During 1900 and 1901 both J. W. and W. D. Packard made frequent trips in their machine and many improvements resulted from their personal experiences on the open road. The first car, and several of those which followed, were steered with a shovel-handle tiller. The old tiller soon gave way to the wheel, and Packard, it is claimed, was the first car in this country to be equipped with a steering wheel.

Their "long" trips over rough roads afforded the Packard Brothers a great amount of valuable data in their unending struggle to make their cars better. When it was decided to build the first Packard for sale, it was determined that it would have to be of the same high quality as their electrical products which were bringing them fame. They argued that the carriage they built would have to be so good that the man who owned one would, through his enthusiasm, recommend it to his friends. And now their good old slogan has become more than a suggestion, after more than thirty years in the building of fine motor cars. Today it is a challenge, a polite one, of course—**"Ask the Man Who Owns One"**!

These early struggles into which the Packard's poured a boundless enthusiasm, unlimited energy and the wizardry of J. W. Packard, a mechanical genius, gave much to the motor car of today. The automatic spark advance, now as much an accepted part of every automobile as its tires, was an original Packard patent, granted February 12th, 1901. The gear shift "H" slot so universally used on cars was another original Packard patent.

While these are the best known devices in modern general use, there were many others. Interconnected clutch and brake on one pedal; three-point suspension of motors; the toe rest at the side of the accelerator pedal; internal and external brakes on rear wheels, and many, many more accomplishments by Packard could be added to the list. A patent granted in 1905 covered a device by which the hand control of the engine throttle could be set as desired. Another

Packard contribution which dates back to the early Packard days is the spiral bevel gears in the rear axle.

The men who blazed such trails in building the first Packard cars were forerunners of a new art. There was no engineering and manufacturing data to aid them. They had to work things out for themselves.

Nearly all of the early difficulties experienced by the Packard Brothers were due to materials used in their cars. The manufacturer who supplied wheels at one time refused to make any more because Packard rejected so many as not meeting with their strict standards. The only steel they could find which proved suitable for gears was that made for armor-piercing shells for the Navy. Gray-iron castings imported direct from France were used for the cylinders.

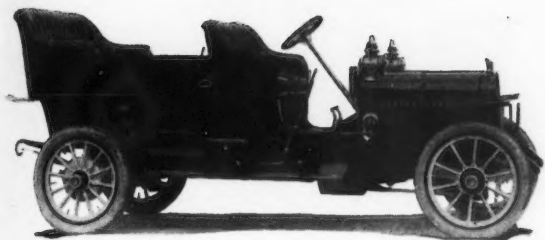
Armor-piercing steel proved to be so hard that it ruined tools and broke the gear cutters. The machine tool builders gave up in disgust. This forced Packard into the heat-treatment of steel, a science in which Packard was a pioneer and one which revolutionized steel manufacturing processes throughout the world.

"Another trouble which involved both design and materials," said J. W. Packard in an interview about his experiences of the early days, "came when we put a governor on our spark. We were afraid to let the engine run too fast, so we had the spark stopped at what we thought a safe point. One of the owners of a Packard in Warren learned that he could move the governor and after he did so, ran circles around every other car in town. Finally he speeded up the engine too fast, the fly-wheel blew up and with it went the whole car. Another of our early troubles in design had to do with the likelihood that the wheels would deflect when ever they hit a bump. The construction was such that if one wheel was elevated much beyond the other, the whole car would swing toward the lower side. There was a constant stream of cars running into ditches or trying to climb telegraph poles. We finally put in a special radius link which largely prevented this."

The first Packard catalogue which carried the famous slogan **"Ask the Man Who Owns One"** points with pride to the record of five Packard cars in an endurance trip, consisting of many makes of cars, over a course from New York to Buffalo. Eighty-nine machines started and only forty-four finished but among them all five Packards. Four of these Packards were given "First Class Certificates." The average speed of the winners in this endurance contest was from ten to fifteen miles an hour.

Tireless effort on the part of Packard Brothers to better materials going into their machines and to simplify the cars themselves made the first Packard's, "horseless carriages" outstanding. They gained a reputation for reliability, a most important attribute in the days when "get out and get under" really meant something. Back in 1900 and 1901 the "horseless carriage" or "motor wagon" was thought by the greater part of the world to be only a passing fad.

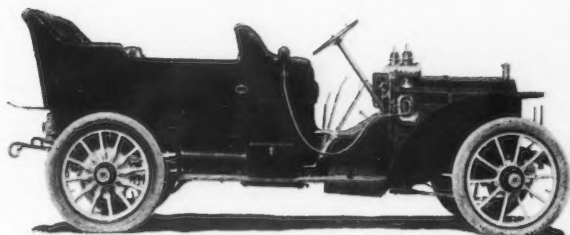
Its quick death and the return of wealthy men, who were playing with the "fad," to fine horses was to be a matter of only a very short time. However, even with the limited market offered in 1901 for the automobile, the machines produced by Packard Brothers operated so well that purchasers paid a premium for them. It was about this time that a sales place was opened in New York City for Packard "carriages" by the firm of Adams and McMurtry. In fact New York was to a very considerable extent the market place for the new "horseless carriages." Because of this Henry B. Joy, of Detroit, went to New to New York to shop for one. He was accompanied by his brother-in-law, Truman H. Newberry, when he set out to look over the "carriages"



1907-30

### 1908-30

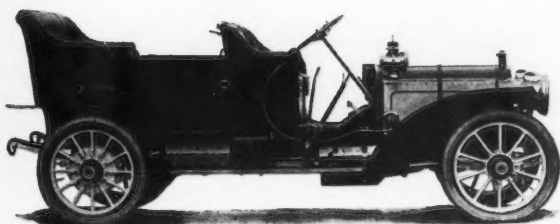
THE WHEEL housing of the second series was cut into the side of the tonneau to allow the use of 36" wheels in combination with a lower and more comfortable body. In 1908 a touring car of this series was driven from Los Angeles to New York, a distance of 3,693.08 miles in 25 days, 5 hours and 25 minutes running time, which was considered a real record. The price of the standard touring was \$4,200. In 1908 the Packard Motor Car Company boasted 10 acres of floor space.



1908-30

### 1909-30

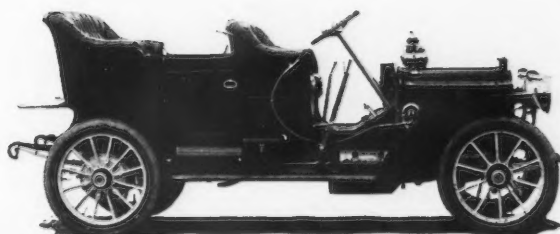
PACKARD CALLED its 1909 Thirty the masterpiece of the largest exclusive motor car factory in the world. In that year the number of Packard employes had grown approximately to 2,500. This was the first Packard to be equipped with the cellular type radiator. The extra lever for reverse gear which was introduced in 1904 on model L was replaced on this Thirty by the improved style which controlled both advanced and reverse positions. Headlights became standard equipment in 1909.



1909-30

### 1909-18

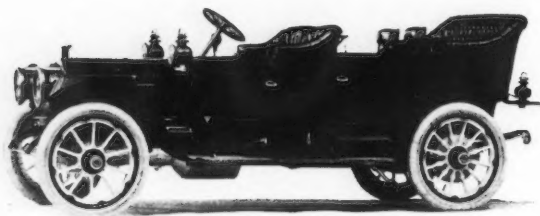
THE PACKARD Eighteen was first offered in 1909 as a companion to the heavier and more powerful Thirty. It was built along the same lines as the Packard Thirty, except that it was equipped with an 18 H. P. motor and a close coupled body. The wheelbase of the Eighteen was 112 inches, which was 11½ inches shorter than the standard Thirty wheelbase. The standard open car of the Packard Eighteen type sold for \$3,200 which was a thousand dollars less than the Packard Thirty.



1909 - MODEL 18

### 1910-30

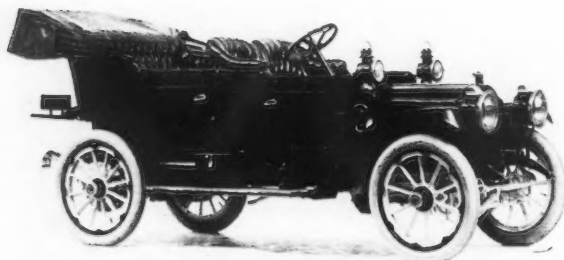
THE PACKARD dry plate clutch made its appearance on the 1910 Thirty and has been a feature of all Packard cars and trucks built since its introduction. Shock absorbers were also added as standard equipment. The front fenders were redesigned to give a more graceful appearance to the body. In 1910 Packard had 58 dealers with branches in New York and Philadelphia. There were 3270 cars produced in 1910 which was three times the production of 1907.



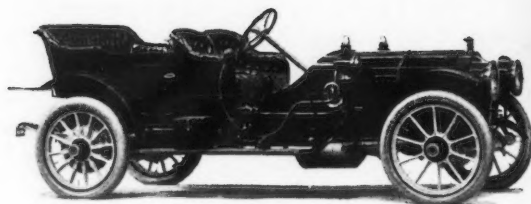
1911 - MODEL 30

### 1911-18

THE 1911 Packard Eighteen body models were also of the fore door type. Standard equipment included two gas head lights, two oil side lamps and an oil rear lamp. The Packard Eighteen motor had a  $4\frac{1}{8}$ " bore and  $5\frac{1}{8}$ " stroke. Tires were 34" x 4" front and rear. Standard open car painting was Packard blue striped with Packard grey. A large variety of upholstery materials were offered optional on enclosed bodies for this model.



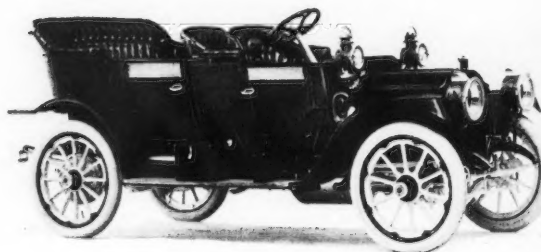
1912 - MODEL 30



1910 - MODEL 30

### 1911-30

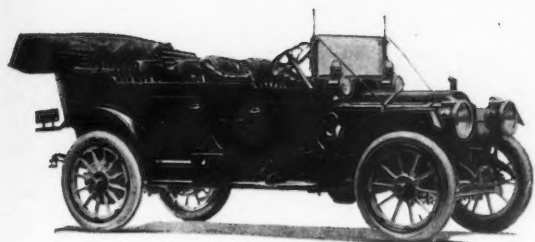
"FORE" DOORS improved the 1911 Thirty body lines and resulted in important changes in Packard body designs. The Packard cape cart top first appeared in 1911. Other refinements made this Thirty outstanding for its attractiveness. From 1903 to 1911 the growth of the factory was healthy and continuous. In 1911 there were 6,000 employees and the factory was using 33 acres of floor space. There were 1,884 Packard Thirty models built that year.



1911 - MODEL 18

### 1912-30

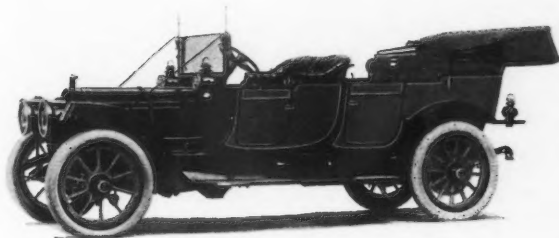
THE 1912 Packard Thirty was the last of the four cylinder Packards. During this year the six cylinder car was introduced. The Packard headlight igniter and combination oil and electric side and rear lamps were furnished in 1912 as standard equipment. On the later cars of this model the windshield was attached to the body instead of being integral with the top and removable when the top was lowered.



1912 - MODEL 18

### 1912-48

IN 1912 the first Packard Six was introduced. It was called the 1912 Six Forty-Eight. Equipped with a six cylinder vertical type water cooled motor with  $4\frac{1}{2}$ " bore and  $5\frac{1}{2}$ " stroke, it developed 48 H. P. The wheel base of the standard chassis was 133". The Phaeton had a 139" wheelbase, and the runabout  $121\frac{1}{2}$ " wheelbase. This model was offered in twelve body types at prices ranging from \$5,000 to \$6,550.



1912 - MODEL 48



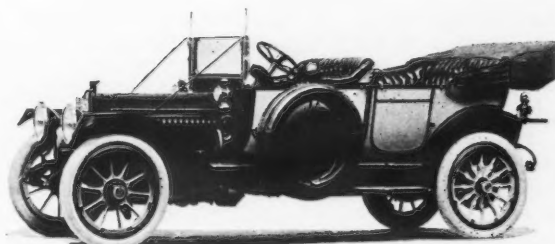
1913 - MODEL 48

### 1914-38

SIMULTANEOUSLY WITH the development of the Forty-Eight, the Engineering Department was writing specifications for a lighter six cylinder car to fill the niche made by the Packard Eighteen. This was the Thirty-Eight, the first Packard to be equipped with the electric starter. It introduced the centralized control feature with lighting, ignition and carburetor controls on the steering column. Left hand drive first became standard on this model.

### 1913-48

THIS CAR commonly called the Two Forty-Eight did not differ much from the first series Six. It was also offered in 10 body styles, but the longer wheelbase was eliminated. Complete force feed lubrication displaced the combination splash and force feed system used on all Packard Eighteen and Thirty cars. This Packard Six motor was famed for its simplicity and efficiency, and set new standards in the automobile industry.



1914 - MODEL 38

offered.

Mr. Joy had always been attracted to things mechanical. Possessed of a fortune, he was enabled to gratify a desire to experiment with machinery. He had owned for some time a motor boat with a gasoline motor and in a small way had manufactured gasoline motors for boats. Hence he knew some of the ills to which the gasoline engine was then subject. Mr. Joy was looking for a machine which would start, but he had considerable doubt about his quest, for he knew the problems concerning carburetors, and what little progress had been made toward meeting these difficulties.

The Adams and McMurtry store was one of the places visited. In front of the store were two carriages made by Packard Brothers, about which Mr. Joy and Mr. Newberry had heard considerable. The two shoppers from Detroit looked them over carefully and were favorably impressed. However, the paramount question was—"would they start?" As they made up their minds to go into the store to consult with someone about this point, the question was answered emphatically in the affirmative, for many pieces of fire apparatus were dashing up the street. These were the days when everybody went to a fire. The drivers of the waiting machines ran to their "carriages," threw on the ignition switches and gave quick spins to the starting cranks on the side. Both machines began their deep-throated coughing from their one cylinder engines and each sped away in pursuit of the fire engines. Mr. Joy was satisfied. The engines in these Packard carriages did start, and more important, they started when their owners wanted them to do so. He bought a Packard "carriage" immediately for \$1,200. This incident had an important bearing on the future of the Ohio Automobile Company.

Mr. Joy tinkered with his car as he had with his motor boat. He made frequent trips to Warren because of his deep interest in the machine and consulted with J. W. Packard on ways the engine could be improved. During one of these trips he invested \$25,000 in the Packard Brothers company, then known as the Ohio Automobile Company. Mr. Packard confided to Mr. Joy his belief that it would be possible to build and sell 200 carriages in a single year. It was agreed by both, however, that a new plant of greater capacity would be necessary, also additional financing would be needed.

Mr. Joy and Mr. Newberry consulted with a number of their friends who already knew much about the Packard carriage through having seen it operate under the able guidance of Mr. Joy. They readily agreed to become investors and were in accord with the suggested plan to build a Detroit plant. Like Mr. Joy and Mr. Newberry, they were all young men of wealth and sons of well-known Michigan pioneer families. This has had an effect of the utmost importance on the Packard Motor Car Company from its very inception. For Packard never has been forced to depart from accepted ideals—it always has had plenty of money and never has changed the first adopted plan of building only the best automobile possible. In all the years of its early history Packard had never felt the "pinch" that has driven many a manufacturer to court ultimate disaster by sacrificing quality for quick profits.

It was on October 13th, 1902, that the directors of the old Ohio Automobile Company voted to increase the capital stock to \$500,000 to provide for shares to be issued to the Detroit investors. The name of the company was changed to "Packard Motor Car Company." The year 1902 stands out conspicuously in the early history of Packard because of the far-reaching results of many important decisions made at this time. From the time the first American automobile made its appearance in 1895 up to the close of 1902 there had been

128 automobile companies organized, and a total of 25,629 cars had been built.

It was during this highly competitive period that the "trade-in" nuisance was born. Horses, buggies and carriages were taken as part payment on new automobiles at amazing values. Even saddles and harnesses were accepted. Cheap cars were priced high enough to permit of heavy trade-in allowances. A manufacturer once told Mr. Packard that he so established his prices that he "could allow a couple of thousand dollars on a second-hand wheelbarrow" and still make money. Competition was further heightened by the fact that the automobile market was limited. The "horseless carriage" was deemed only a plaything of the rich. It was struggling valiantly against every kind of adversity.

The town of Warren was unsympathetic toward automobiles. It was a quiet residential place and preferred to remain so. Mechanics imported from other places to work in the Ohio Automobile Company's plant had difficulty in finding homes in which to live. Roads were poor but the city was inclined to feel that because they served for wagons and carriages they were good enough for the "new-fangled" vehicles. When production was increased from twelve cars a year to twenty-four, Warren bankers began to wonder where there would be sale for such a quantity. This was the state of affairs when Henry B. Joy and Truman H. Newberry interested other Packard owners and personal friends in the possibilities of manufacturing a high-class type of car, with Detroit as the center of the new automotive project.

What this car should be was a point over which there was much discussion but it was agreed that the manufacturing ideals of J. W. and W. D. Packard established with the building of the first car should be continued. About this time, while driving in Bronx Park, New York, J. W. Packard and Mr. Joy met Charles Schmidt, former superintendent of The Mors automobile factory in France. Subsequently they found Schmidt in jail at Greenwich, Conn., where he had been incarcerated for running over a dog with his car. They rescued Schmidt and took him to Warren to aid in the design of a new car to replace the single cylinder Packard machine, built up to this time.

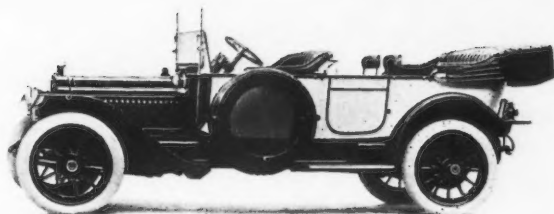
It was realized that the single-cylinder car, successful as it had proved among other cars of its day, was out of date. Decision was reached to build a four-cylinder machine and Schmidt went to work on it. Model K was the result but it proved entirely too complicated and too expensive for the market then offered for "horseless carriages" and it was necessary to put a price of \$7,500 on it. While model K proved impractical and a start on a new model was necessary, the experiments and work which had been carried on in the development of MODEL K furnished a number of important innovations. Principal among these was the radical departure in placing the transmission on the rear axle.

This same design was also used in building the Grey Wolf, one of the most famous racing cars of history. Packard's Grey Wolf was in appearance much like the racing cars of today and incidentally put the record for one mile below one minute. It was beautifully streamlined and weighed less than 1,500 pounds. The radiator consisted of a series of long copper tubes which extended along each side of the body. This system of radiation was used in Great Britain in building the winner of the 1927 Schneider Cup Race. Elimination of the resistance offered by other radiators aided this British airplane in attaining a speed of more than 300 miles an hour.

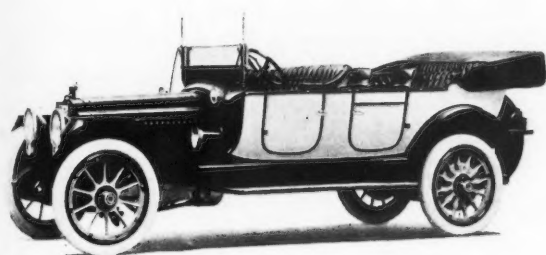
With the design still in process for the new car which the new Detroit company was to build, reorganization of the old company was completed. The first stockholders' meeting was held January 29, 1903. In this session the Directors elected were: J. W. Packard, W. D. Packard, Russell A. Alger, Jr., T.

### 1914-48

ALL OF THE new features introduced by the first Thirty-Eight were incorporated in the 1914 Forty-Eight. Of the 20 body types offered, nine were closed, seven had canopy or cape cart tops, and the remaining four were open bodies without tops. The cabette, a body specially designed for women, and the imperial coupe, for four passengers were new and exclusive designs. The 1914 Forty-Eight motor developed 82 H. P. by actual tests.



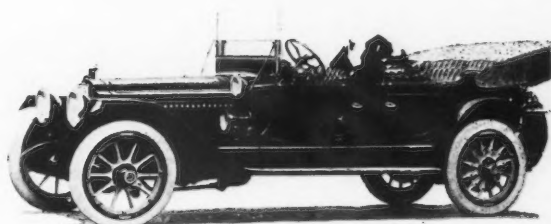
1914 - MODEL 48



1914 - MODEL 238

### 1914-448

THE FOUR Forty-Eight motor was noted for its clean design. All ignition wiring was carried in conduits. Enclosed bodies were beautified. The rounded corners on the sedan and limousine tops made their appearance and set new body styles. A disappearing rumble seat for runabouts was first offered on the Four Forty-Eight. Tire sizes were standardized, and made interchangeable, previous models having been equipped with 36" x 4½" front, and 37" x 5" rear.



1914 - MODEL 448

### 1914-338

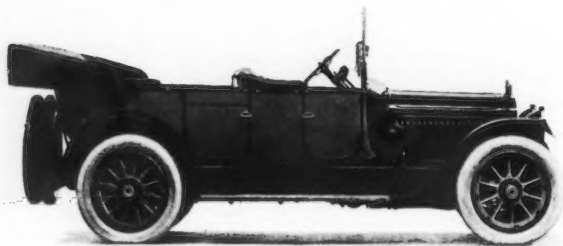
THE THREE Thirty-Eight was in reality only a new series of the Two Thirty-Eight improved to the last word. The ambition of the Packard engineers was to make this and its companion, the Five Forty-Eight, the easiest riding and the most luxurious cars on the road. The price range of the Three Thirty-Eight was \$3,100 to \$5,150, with the Five Forty-Eight \$1,000 more for each model. The Five Forty-Eight earned the title "Boss of the Road."



1914 - MODEL 338

### *Twin Six—First Series*

THE FIRST Twin Six was a product of 1915. Its motor was of the "V" type with twelve cylinders arranged six on a side at an included angle of 60 degrees. Cylinders were cast in blocks of six. The first series motor did not have a removable cylinder head. The bore was 3" and the stroke 5". Horsepower was 43.2 S. A. E. Rating. Nine body types used on the Five Forty-Eight were offered on the Twin Six chassis. It weighed 500 pounds less than the Five Forty-Eight chassis.



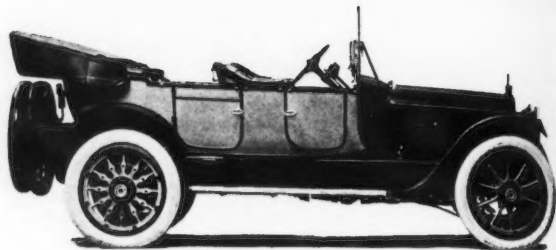
TWIN SIX - SECOND SERIES

### *Twin Six—Third Series*

IN AUGUST, 1917, the third series Twin Six arrived. Within two years its fame had become world wide. The fuelizer, a Packard invention, first appeared on the third series Twin Six engine. This motor did not undergo any perceptible changes after 1917, until it was finally superseded by the Packard Eight. The high pressure lubricating system and the thermostatic cooling controls were perfected on Twin Six motors.



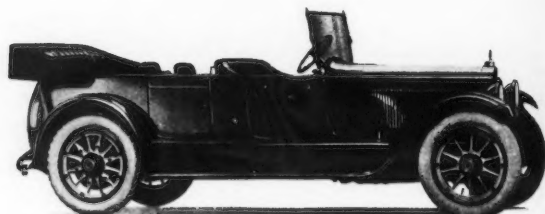
THE SINGLE-SIX-116



TWIN SIX - FIRST SERIES

### *Twin Six—Second Series*

THIS TWIN was offered in September, 1916. Body types were lower with more flowing lines. The cylinder head of the motor was made removable. The shelf on the rear fender, a feature since 1904, dropped to follow the curve of the wheel. Much attention was given to the interior furnishings and accessories. Disappearing folding seats for Seven Passenger cars were designed. The touring car of this series was offered at \$3,050 as compared to \$2,600 for the first Twin.

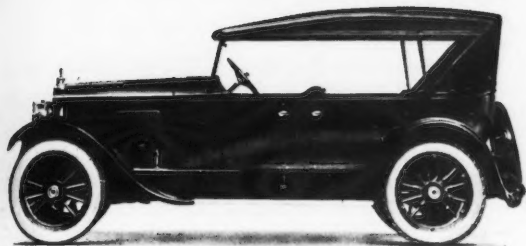


TWIN SIX - THIRD SERIES

### *The Single-Six-116*

By 1920 changing traffic conditions caused through increasing popularity of the automobile called for a car which would retain the flexibility always so characteristic of Packard motors and match it with a hitherto unheard of maneuverability. The answer was the 116 Single-Six, so named as companion car to the bigger Twin-Six. The 116 was conceived before the Great War in anticipation of the potential demand for something new: a quality product in the light car field.

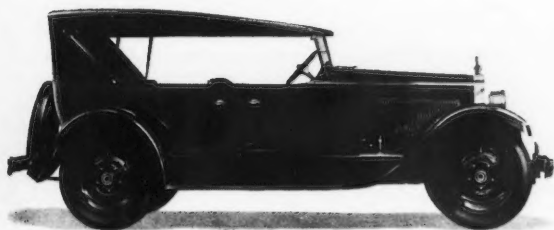




THE SINGLE-SIX—126

### *The Single-Eight-136*

BY JUNE, 1923, the Twin-Six had reigned supreme for eight years, but it lacked the simplicity and lighter weight demanded by new motoring tastes about which much had been learned with the Single-Six. Thus, the Single-Eight was created as successor to the Twin-Six. It has its power and flexibility with greater economy, an eight-in-line motor, 9-bearing crankshaft, ingenious arrangement of crankshaft throws and 4-wheel brakes—first on any American production car as standard equipment.



THE PACKARD SIX—226

### *The Packard Six-326*

THE 326 was a continuation of the 116, 126 and 226 idea with increased power, heavier frame and such long life protection features as the chassis lubricator and oil rectifier. Complete equipment was made standard, manufacturing quality raised and closed models reduced to equal open car prices. Public appreciation of this value was immediate. In 1925 Packard Six sales were double those of 1924. The Phaeton was the first American car to introduce a swanky English Burbank top built for easy folding.

### *The Single-Six-126*

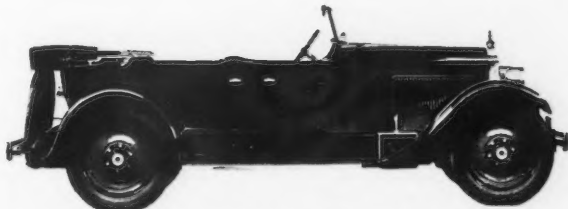
THE 7-BEARING crankshaft construction and simple design pioneered by Packard in the 116 proved the greatest innovation in the light car class. Public demand, however, insisted upon greater body room with a motor correspondingly larger. In May, 1922, these features were incorporated in the 126 Single-Six which still retained the 116 virtues of economy, simplicity and long life. It was offered with two wheelbases, 126" and 133", in five and seven passenger models, open and enclosed.



THE SINGLE-EIGHT—136

### *The Packard Six-226*

AGAIN MODERN traffic conditions demanded better motoring control. In December, 1923 the 226 Packard Six was announced. Together with its inherent economy features it had 4-wheel brakes—first experimented with in 1919—built-in stop signal, windshield cleaner, and ball bearing steering knuckles. Some 40,000 Packard Six owners were proving the need of a flat rate service system and Packard Standardized Service Operations and Charges were then perfected on a nation-wide basis.



THE PACKARD-SIX—326

H. Newberry, Philip H. McMillen, Henry B. Joy, Joseph Boyer, and D. Waldon. In addition to the foregoing, the following were important stockholders: John S. Newberry, F. M. Alger, Robert E. Gorton, Rembrandt Peale and C. A. DuCharme.

The original Packard Motor Car Company, to quite some extent, was a family affair. The McMillen, Alger, Newberry and Joy families were the moving forces in its organization and they have been principal owners and, to a large extent, directors of the company's destiny. Perhaps this has had much to do with the fact, unique in the automobile business, that Packard's organization remained practically unchanged for over a quarter of a century. All four families are related either by business or blood ties, and all are descendants of Michigan's pioneer "first families."

Something of the pioneer spirit of their fathers must have been possessed by the young men who back in 1903 went into the then hazardous business of building "horseless carriages." During this period of Packard development these scions of great rail and water transportation builders received the jeers and scoffings of their friends and acquaintances but the interesting thing is that as each generation had its struggles against a new idea, that new idea was based on one theme—transportation—and as the fathers succeeded in their clear-headed vision so did the sons in their enterprise, which was then a novelty.

They were urged by bankers, lawyers and business men of long experience to drop "this foolish automobile business" but nevertheless one-quarter million dollars in cash went into the treasury of the newly founded Packard Motor Car Company. It seemed a huge sum of money then but was deemed ample for any needs which could possibly arise. However, they learned quickly, as others later were to find, that an automobile factory has an absolutely insatiable appetite for dollars.

Definite decision had been reached to move the plant from Warren to Detroit and a site of 40 acres was purchased along the Inner Belt line railroad of the Michigan Central. The directors considered five acres ample for the factory site and as the City of Detroit had some time before built a thoroughfare around the outside edges of the city—known as Grand Boulevard—they felt that later they could dispose of 35 acres at a profit.

Bricks and mortar flew fast when work was finally started on the two-story factory building. All Detroit was interested in the new structure and smiled behind its collective palms. Here was a factory of fine finished brick with arched and awning windows in front and almost solid sheets of glass on the other three sides, so closely were the windows placed. "Why try to make a factory look like anything but a factory, and why try to light a factory with the sun?" Detroit asked. And downtown, along Griswold Street, which was then Detroit's banking district, heads which had shaken at the idea of these popular young men having anything to do with a business so sure of failure as building automobiles, wagged vigorously.

With the new factory completed, all the machinery in Warren was loaded into freight cars and shipped to Detroit. The handful of men who made up the Warren plant pay-roll, with one or two exceptions, also moved to Michigan. Among these were C. J. Moore, Sidney D. Waldon, and E. F. Roberts. The Packard brothers remained in Warren administering the affairs of the Packard Electric Company. J. W. Packard remained as President of the new Detroit company although he left the active management to those in Detroit. H. B. Joy, as General Manager, was the directing head. Director T. H. Newberry, Philip H. McMillen and Russell A. Alger worked

closely with Mr. Joy. From the outset they stuck to the principle that they would only "make such a 'wagon' as they would drive themselves."

Discussing the Packard Company's early days one afternoon at his home at Grosse Pointe, Michigan, Mr. Joy frankly confessed that he had known nothing about manufacturing. "I didn't much like the idea of taking charge of the plant, but no one else would and having gotten my friends into the thing I felt it was up to me to take the job and do the best I could. Don't know where we would have landed, however, if it hadn't been for the other directors who stuck with me."

Mr. Joy insisted that the Packard Car always should be the best that the factory could build and that it always must be sold for its full list price. He was a pioneer in the idea of making materials to fixed dimensions with tolerance limits so close as to make one part fit exactly with another. His fight for this ideal and for the principle that Packard cars must always be of the best quality, made "sledding" hard in the first year of the new company. Had it not been for his courage and the vision of the other directors associated with Mr. Joy, it would have ended in disaster the first year.

Whole volumes could be written of the troubles experienced in the first year of the Packard Motor Car Company. Losses in the factory sent any hopes of profit glimmering. Banks would loan no money to automobile factories and the men back of the Packard company had to use their personal wealth to keep things going. The net result of the first year's operations was a loss of \$200,000 on a production of 200 cars.

Model L. The first car built at the Detroit plant, found as ready a sale as the cars produced at Warren. When it was finally introduced to the public, it represented a radical departure in appearance over all other Packards which had been produced up to that time. Mechanically it also showed a decided improvement over other "carriages" of the period. Drive from the motor to the rear wheels was through a shaft and the transmission was on the rear axle. Model L was a big open job as were all others in 1904. It had no protection from the elements other than that offered by rain-proof aprons worn by driver and passengers. Puckering strings gathered these aprons tightly around the necks of wearers when rain fell.

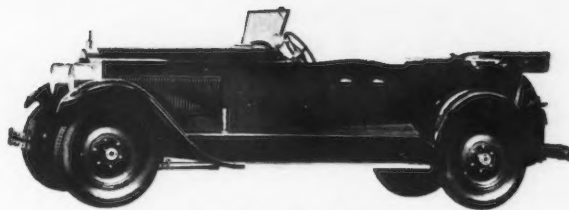
Considerable attention had been given to the "aesthetic" in the design of this car. It probably was one of the first to be decorated with fine contrasting stripes in the painting of the bodies. The design also showed a definite step away from the old horse-drawn carriage influence. Model L might well take an even more important position in the annals of the automotive industry—it was the first motor car produced by precision methods.

Packard history beginning with the successfully passed critical first-year's operation in Detroit, was much the same as that of any moderately successful manufacturing company—any company building solidly on a secure foundation of quality craftsmanship. One car followed another in quick succession—each succeeding one better than its predecessor in quality and appearance. Favorable public reaction forced gradual extensions of factory facilities and buildings. The company prospered and a conservative policy was maintained of retiring a goodly share of excess profits back in the business, thus building continuously and soundly for future expansion and progress.

Models N and S followed model L and had an even greater success. Then came the long line of "Eighteens" and "Thirties" which achieved even greater popularity and led up to the justly famed "Thirty-eights" and well loved "Forty-eights." Through these years Packard was noted for its

## The Packard Eight-236

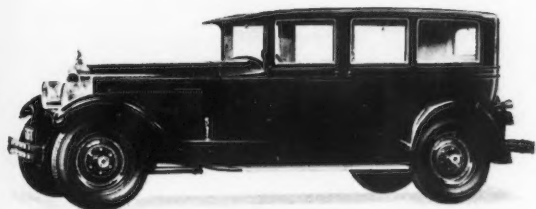
THE DESIGN of the Packard Eight was so advanced at its inception that two years of its success found but few changes necessary. In 1925 ease of maintenance was added to the 236 Packard Eight by incorporating such improvements as the chassis lubricator and oil rectifier. The two wheelbase lengths, 136" and 143", were continued and the Phaeton, like its younger brother the Six Phaeton, smacked of English smartness from its polished wood bowed Burbank top to its trig glove case.



THE PACKARD EIGHT—236

## The Packard Six—426

POPULARITY OF the Packard Six continued during 1926 and even grew greater with the 426 and its increased power which had been brought about by the new Packard Turbo head. Increased compression and turbulence in the combustion chamber brought surprising results to add to the comfort, beauty and long life features which were built into the new Packards. It was in 1926 also that the now famous Packard hypoid gears for the rear axle were introduced, also the single plate clutch.



THE PACKARD SIX—426

## The Packard Eight—336-343

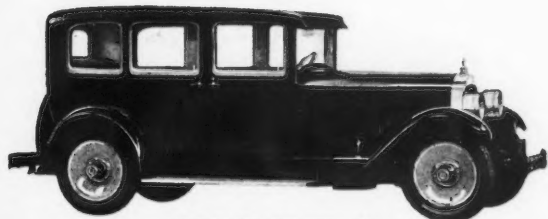
THE POWER of the Packard Eight was increased greatly by the new Turbo head and through an increase in cylinder bores from  $3\frac{3}{8}$  to  $3\frac{1}{2}$ . Wheelbases of this luxurious Packard were 136 and 143 inches. This car also marked the start of a new system of manifolding and carburetion which Packard carried forward to further successful development. Engines of the 336 and 343 were finished in nickel, enamel and polished aluminum. Packard sales mounted to 33,000 in 1926.



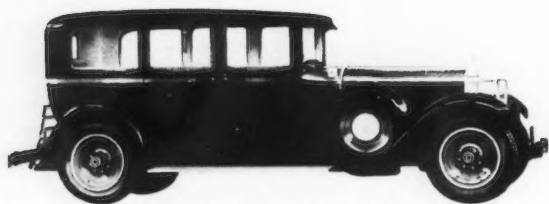
THE PACKARD EIGHT—343

## The Packard Six—526

THIS CAR represented many refinements over previous Packard Sixes but perhaps its greatest distinction was in appearance. It was hailed as one of the most beautiful cars Packard had ever produced and mechanically it had been brought up to a high degree of perfection. The lighting switch appeared on the steering wheel in place of the spark lever for the first time in this car. Much attention was given to cylinder lubrication. Oil was sprayed on the cylinder walls automatically when the engine was choked and there was an oil filter installed.



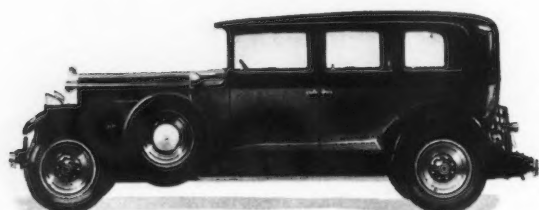
THE PACKARD SIX—526



THE PACKARD EIGHT—443

### *The Packard Eight—626*

THIS CAR, introduced in 1928, marked Packard's change from six to eight-cylinder engines for its smaller cars. Steering wheel whip and front wheel shimmy, introduced to automobiles through low pressure tires and two conditions which caused the entire industry much concern, were overcome in the 626 and its companion cars with a new trunnion spring bracket applied to the left front spring. It became one of the most important developments of years in the industry. Mechanical snubbers to check spring rebound were replaced with hydraulic shock absorbers in this car also. Popularity won by Packard cars throughout the world grew apace with the Packard Sixth Series cars. How well the public reacted to the new cars might be indicated by unprecedented sales of 48,119.



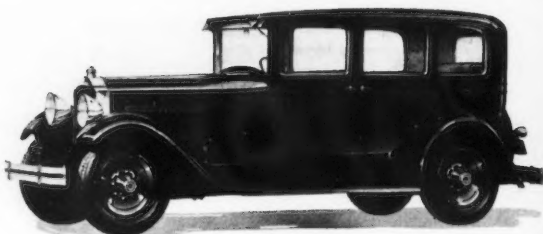
THE PACKARD EIGHT—645

### *The Packard Eight—726 and 733*

BODY LINES of the Seventh Series Packards took on added beauty through a new moulding and window reveal treatment. Non-shatterable glass was installed throughout in these cars and many refinements and improvements were added. Important among these was a new four-speed transmission. Packard made further engineering history in 1929 by building and flying the first aircraft Diesel engine.

### *The Packard Eight—436-443*

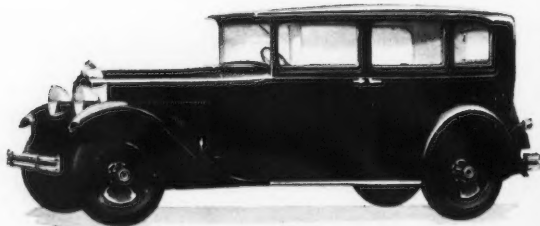
IN THIS car began the long sleek lines that have added so much to Packard beauty. It was the 443 which started a long procession of triumphs in the beauty contests of Europe. The motor developed 105 horse power which gave the car a remarkable ability on the road. The 443 was the motor car which made of coast-to-coast journeys prosaic, uneventful trips. It brought use of motor cars for long trips into popular favor.



THE PACKARD EIGHT—626

### *The Packard Eight—640 and 645*

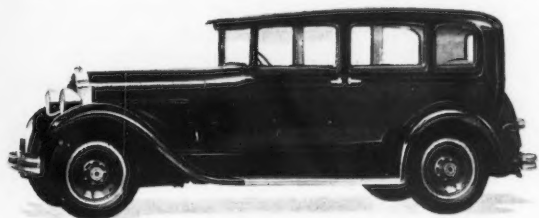
THE "BIG" Packard grew to wheelbases of 140 and 145 inches in these two great Packards. They represented truly the height of motoring luxury among all automobiles of their period. Gar Wood in 1928, with two 1100 horse power Packard engines in his Miss America VII, won the Harmsworth race and established a new world's speed record on the water of 92.8 miles an hour.



THE PACKARD EIGHT—726

### *The Packard Eight—740 and 745*

THESE WERE more beautiful and more luxurious than any cars Packard had ever before built in all its history. Together with the other models of the Seventh Series, they had such refinements as adjustable steering gears, adjustable driving seats and adjustable inside sun visors. Those most convenient lockers built into the instrument boards of cars made their first appearance in the Seventh Series Packards. Packard created an individual custom body shop of its own to build a line of custom bodies for the 740 and 745. The year 1929 was Packard's biggest in sales and profits.



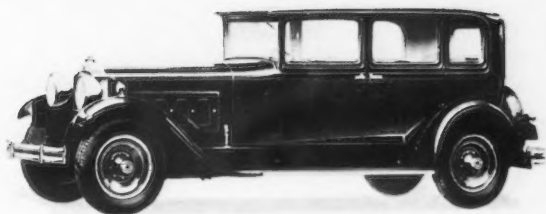
THE PACKARD EIGHT—826

### *The Packard Eight—840 and 845*

SELF-ADJUSTING spring and shackle bolts and a new type vibration damper were other mechanical improvements introduced in the Eighth Series cars. Special attention was given to the details and appointments of body interiors and a new style of smooth "tailored" trim drew widespread favorable comment. The combination of all these and many other refinements made the 840 and 845 the outstanding, fine big cars among the world's finest automobiles.



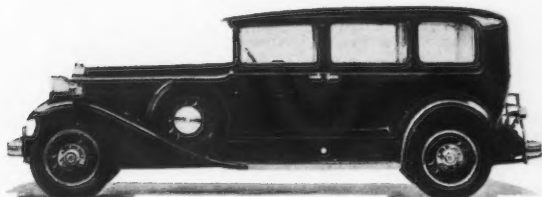
THE PACKARD EIGHT—901



THE PACKARD EIGHT—745

### *The Packard Eight—826 and 833*

MANY NEW and important improvements appeared on this car. The vacuum tank gave way to a mechanically operated fuel pump. New and greatly improved shock absorbers appeared. The chassis lubricating system was made fully automatic. One of the most important improvements was in the system for oiling pistons. It has added greatly to the life of motors.



THE PACKARD EIGHT—845

### *The Packard Eight—901 and 902*

THESE CARS, hailed as the finest motor cars Packard had ever built in the shorter wheel-base and lighter type of its famous automobiles, made their first appearance in 1931. They were continued with improvements through 1932. They were provided with a popular four-speed transmission. Later Packard succeeded in building a trouble-proof three-speed transmission in which all forward speeds were quiet, an outstanding accomplishment. Ride Control first appeared on these cars. The Packard-Diesel aircraft engine won the world's non-refueling aircraft duration record with 84 hours, 33 minutes in 1931.

pioneering in both design and manufacture, a reputation well sustained by such all-important developments as the spiral bevel gear. Its advances far afield in design culminated in the famous "Twin-six" regarded by many as the greatest V-type engined motor car ever produced and first introduced in 1915 to a great reception.

Some years before this period, in 1910, to be exact, Packard was fortunate in obtaining the services of a man possessed of genius for management, for development of new marketing methods and for skill in manufacturing with machines—Alvan Macauley. His record in mechanical development work and in building up of both production and distribution of cash registers and adding machines had attracted the attention of Packard directors and he came to Packard as general manager. With what else he had to offer Packard from his experience with the National Cash Register Company and the Burroughs Adding Machine Company, Macauley had a firmly grounded idea—it proved to be almost a half-billion dollar idea.

From the first, Packard had built cars for a clientele limited to comparatively few because of the high selling prices. Limited production and hand labor necessitated higher prices. The new thought which had been given great consideration was that machines could be built and tools designed which would produce much improved motor cars in greater numbers. The World War intervened to hold up full development of the idea, but experience through the war period helped carry it to a successful fruition. European combatants demanded Packard trucks in numbers beyond Packard's ability to produce. Every effort was bent toward increasing production facilities. As a result Packard was ready at the entrance of the United States into the world conflict, with a great plant and a smoothly running production line turning out trucks by the many hundreds.

Mr. Macauley had been made President of the company in 1916 and believed it inevitable that the United States would be drawn into the conflict. He was convinced that this country would be called upon to furnish great numbers of fighting airplanes. Because Mr. Macauley was right, Packard was ready with the powerful Packard aircraft engine which became the basis for the Liberty Aircraft Engine, perhaps America's greatest single contribution to the cause of the Allies.

Accumulated experience in designing and building fine gasoline engines had made it possible for Packard to develop and build the famous "905" the most powerful motor, and yet the lightest, considering its power, that had ever been built in America. Strangely enough an original and Packard patented feature of the Packard car sold to W. D. Sargent, of Chicago, in 1900 became the basic feature in the "905," the Liberty Motor and practically every water-cooled aircraft engine which has ever been built—it was the use of a welded sheet metal water jacket for the cylinders.

With the new airplane engine, Colonel J. G. Vincent, Vice-President of Engineering, its designer, had also worked out a comprehensive mass production plan. This was presented to the U. S. Government by Mr. Macauley with designs for the engine as a patriotic gift from Packard Motor Car Company. The production program for turning out Liberty Motors in vast numbers by many different plants was built on Mr. Macauley's theory that machines properly operated and correctly designed could produce better work than could be turned out with hand labor. The theory proved sound in practice and hand labor methods fell away as Packard pioneered the path to tremendous production of war-time airplane engines.

With the coming of peace Packard had a great plant in which a large measure of success perhaps could not have

been gained by manufacturing for a limited market. Actual experience in building the finest quality of vehicles by machines was in Packard's possession and was launched with the Packard "Single-Six." From its introduction in 1920 dates Packard's real rise to a place in the industrial history of the world.

Packard has been credited with giving the machine tool industry a new impetus and with having spurred it on to a new era which has brought important results for all manufacturing with metals. There is little doubt that Alvan Macauley's original theory has had a world-wide effect on industrial progress. It is certain that all automobiles have been improved by machine methods which were first completely designed and built by Packard, designed by Packard experts and machinery manufacturers cooperatively, or designed and built to meet Packard's exacting demands under the new order of things in the Packard plant. Concrete examples by the hundreds can be cited or offered in proof.

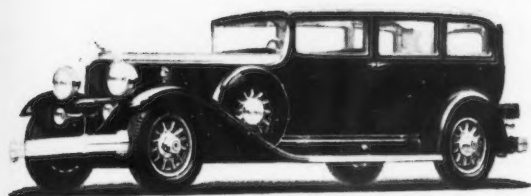
At the same time many new systems of management were evolved. Industrial experts have devoted many pages in scientific journals on industrial management to descriptions of the systems Packard worked out for cost finding, and production and inventory control. Under the new plan, inventories follow right along with production, with reserve supplies scientifically calculated and a daily check maintained by a simple workable method on everything going into the making of a car, which resulted in the saving of millions of dollars through lower inventories, reduced obsolescence and lessened operating costs.

From the general design of the "Single-Six" came the Packard "Eight," as powerful and comfortable as the original "Twin-Six" and possessing that increasingly important attribute of simplicity. It became a fitting companion to the "Single-Six." Packard engineers searched the world for materials, constantly striving to make Packard cars better. Here are just a few of the more important things Packard either evolved or pioneered in this country: the Eight-cylinder-in-line engine; four-wheel brakes; automatic chassis lubrication; the chassis stabilizer and—ride control.

Since its original Twin Six car of 1915 Packard had been continuously producing Vee type 12 cylinder engines. Its Twin Six aircraft engines were used in large numbers by both the United State Army and Navy. They held the record as the most powerful service engines in the world. Two of these great motors were the first to carry man 100 miles an hour on the water. They kept Gar Wood, famous speed boat driver, to the fore as the marine speed king of the world for years.

With all of its accumulated experience and with a growing demand for super-powerful cars Packard returned to the Twin Six principle for its largest cars in the spring of 1932. It introduced a completely new Twin Six as the leader of its line. With this great car of the ultra-luxurious type, Packard inaugurated the "certified" motor car. Each Twin Six was certified as being ready immediately for normal driving. Each car was given a 250-mile "breaking-in" test at the Packard Proving Ground. It was operated on the big two and one-half mile concrete speedway (which by the way holds the record as the fastest circular track in the world) in the hands of engineers and other experts and all adjustments normally necessary in the first few hundred miles of operation with all automobiles were made during this test. The entire running-in test was in addition to the usual motor running-in operation at the factory, special dynamometer tests and hours of road test work.

The Packard Proving Ground located near the village of Utica, just 20 miles north of the Packard factory, was one of the show places of that part of the country. It had the



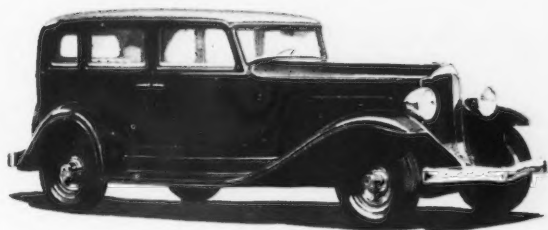
THE PACKARD EIGHT—904

### *The Packard Eight—903 and 904*

THE LARGER Packard Eight appeared in 1931 with a device important to all cars of this longer and heavier type—the front end stabilizer. This device, which consists of two harmonic balancers located at each end of the front bumper, effectually dampens out all front end disturbances caused by road shocks. It gave results heretofore unknown in road adhesiveness, riding comfort and balance and accuracy of steering direction. The 903 and 904 cars were equipped with the most powerful eight in line motor Packard ever built.

### *The Packard Eight—900*

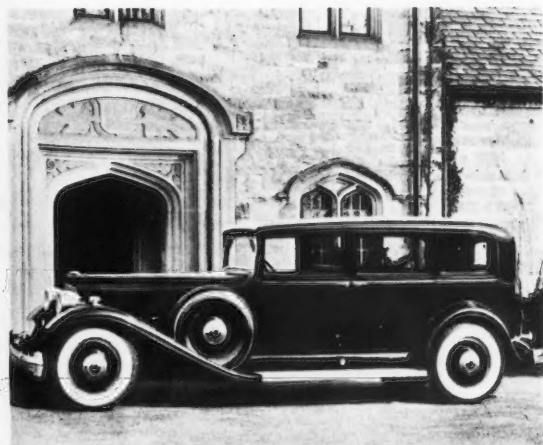
THE 900, first called the "Light Eight", was the sensation of the 1932 New York automobile show. It was first offered at a list price of \$1750 and it was completely a Packard. It was the first truly fine car ever produced to sell below \$2,000. It had a performance that was new among all motor cars. Although called the "Light Eight" it was not a small car in any way. It had a wheelbase of 127½ inches and a motor of 110 horse power. The Angleseat rear axle first appeared in these cars. The 900 had an unusually attractive Vee type radiator, which was completely new in appearance and yet which retained the characteristic Packard lines.



THE PACKARD EIGHT—900

### *The Packard Twin Six*

PACKARD ANNOUNCED early in 1932 that it was reinstating the Twin Six at the head of its line. This car offered the first big advancement in automobile motors that had been made in years. It brought many important improvements in both body and chassis to the industry. Because of its balanced design and construction it gave a completely new experience in luxurious highway transportation to the motoring world. Packard engines in Miss America X, the most powerful motor boat ever built with its 6400 horse power, again won the Harmsworth race for Gar Wood and established a world's record of 124.91 miles an hour in 1932, another important engineering triumph for Packard. President Hoover, acting for the Aeronautical Association of America, early in 1932 presented President Alvan Macauley with the famous Collier Trophy, as recognition of Packard's outstanding achievement in building and demonstrating the practicability of the Diesel aircraft engine.



THE NEW TWIN SIX—906



The first product of the Detroit plant, the 1904 Model-L Packard.

Packard story, photos and chronology from the W. E. Miller Library of Vehicles.

appearance of a country estate with a typical great English manor house. In it was a rare combination of beauty with utility. It was a part of the production equipment of a factory yet it was a place of velvet lawns, great elms, flowers and shrubbery planting to make a landscape gardener pause and admire.

It occupied a site of 500 acres and was equipped with miles of winding test roads, abrupt hills, roller coaster roads, miniature man-made deserts and other test equipment in addition to the great oval speedway.

The proving ground was one of the equipment features in the Macauley plan for Packard. It was believed certain that every feature of the new Packard cars would have to be

tested in every way that it was possible to do so, if the plan was to reach its complete fulfillment. Beauty was a part of the plan for it was considered that environment would make itself felt without a question of doubt on the car itself.

Careful planning with the most infinite pains taken with every detail resulted in almost immediate success for the new regime in the affairs of the company. Packard grew rapidly in importance in the manufacturing world.

Tracing the history of Packard Motor Car Company down through the years from 1899, we find, as a permanent exhibit in the Engineering building of Lehigh University, built with an endowment by Mr. Packard, the original car, model "A" still capable of running as well as when first built.

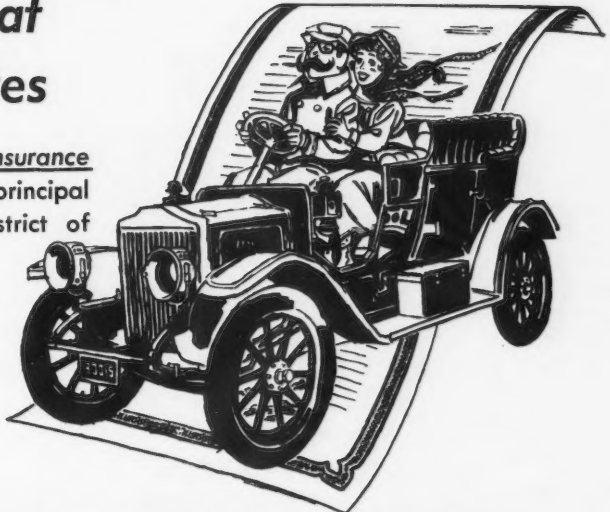


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## ANTIQUE AUTO - INSURANCE APPLICATION - (Clip and Send Back)

Applicant \_\_\_\_\_

Address \_\_\_\_\_

1. Number of antique autos owned \_\_\_\_\_
2. List all losses in past three years. \_\_\_\_\_  
Include - Date - Cause - Payment.  
(List on separate sheet if necessary)

3. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

- In most states {
- Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st Car \$15.00, 2nd \$10.00, 3rd \$5.00.
  - Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st Car \$18.00, 2nd \$12.00, 3rd \$6.00  
All units in excess of three - NO CHARGE
  - Medical Payments of \$1,000 1st car \$3.50, second car \$2.50, third car \$1.50.
  - Fire & Theft - Annual Rate - \$0.50 per \$100 of amount of insurance for each vehicle.
  - Comprehensive (Includes Fire & Theft) - Annual Rate \$0.60 per \$100 of insurance for each vehicle. No deductible.
  - Collision - Annual Rate - \$0.40 per \$100 of amount of insurance for each vehicle. No deductible.

(Note - Collision is not written as a singular coverage but is available with Comprehensive and/or Fire & Theft).

ANTIQUE AUTOS TO BE INSURED (List on separate sheet if necessary) 4. Date this coverage is to be effective \_\_\_\_\_

YEAR	MAKE	BODY TYPE SERIES OR MODEL	SERIAL OR MOTOR NUMBER	PRESENT VALUATION (AMOUNT OF INS.)
1.				
2.				

My vehicle(s) will be used mainly in exhibition, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods. NOTE: Your insurance becomes effective upon payment of the premium and acceptance of the risk. Please sign and forward with your remittance, payable to:

### J. C. TAYLOR, INC.

55 LONG LANE UPPER DARBY, PA. 19082

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

# Regional Highlights



## — REGIONAL NEWS WANTED —

Club Paper Editors: Please send a copy of your paper or other news items to:

Sandy Grover,  
Regional News Editor  
901 West 4th Street  
Madera, California 93637

### FAIRFIELD'S FACTS

Allen W. Steeves, vice pres. of the Fairfield County RG in Connecticut, sends word of his group scheduling its annual Fall Meet for September 7th in Ridgefield, Conn., with a rain date of Sept. 8. Along with the meet itself will be a costume contest, flea market and various other contests such as ladies driving, cranking, teeter-board, etc. Officers for 1968 include George Blanck of Milford as club president, Steeves, vice president and secretary, Frank Whitman, treasurer, and Dave Eastman as director of meets. Board of Directors are Art Berglund, John Craig, Cleve Curtis, Ralph DeAngelis, Les Douglas, Bob DeForest, Bill Oxle and Orris Stark. The club's publication, "Fairfield Facts" carries an excellent story on the discovery and restoration of a rare find of a 1908 Thomas Flyer. Member Gardner King of Norwalk, Conn., finally consummated the ownership after some anxious waiting, and today after much toil and painstaking workmanship, restored this originally formidable automobile from basket case to showroom prize.

### CENTRAL CALIFORNIA HOLDS 4th ANNUAL ANTIQUE AUTO SHOW

A "stable" of 55 shiny and most intriguing antique automobiles graced the modern day showrooms of Frontier Chevrolet Co. of Fresno, Calif., for a three-day stand, May 9, 10 and 11. Dick Avakian, four-time chairman of the event, did his usual fine job of organizing the display, and the club members came through with excellent cooperation. The estimated value of cars in the display was reported to be approximately in the \$200,000 figure, according to the club's publication, "The Hood Raisers." Oldest car displayed was Sam Naman's 1904 Glide runabout. Most recently completed restoration displayed was Cliff Jamison's 1906 Model N Ford runabout. There were 11



Rows of sparkling antique autos like this, displayed by the Central California Regional Group, graced the showrooms of Frontier Chevrolet in Fresno, in the Club's 4th annual car show.

cars 1909 and older, 26 cars from 1910 to 1915, 12 cars from 1916 to 1929, and 6 from 1930 through 1934, including some beautiful classics. Central California RG also conducted successful shake-down and an overnighter tour in the recent months, and has just completed its annual tour to the Coast held in the Monterey-Carmel area. Story next issue.

### ACTIVITY FROM DOWN UNDER AUCKLAND (NEW ZEALAND) REGIONAL GP.

The impetus set forth by a group of American HCCA members who traveled on last year's overseas tour in October bore good fruit in Auckland, New Zealand, which inaugurated a new regional group "Down Under." It was then that Past HCCA President Herb, who among those present from the USA, presented the Auckland Group their Charter, as well as a fine plaque from the home office as a goodwill memento. Auckland Vice President Selwyn Bonney writes of the account and related how, in return, presented their visiting guests with a highly significant plaque, in the form of an appropriate medallion mounted on one of the old wooden paving blocks recently taken from the Karangahape Road in Auckland during reconstruction after a period of 70 years of use. This now hangs in the home office in Downey for everyone is welcome to visit and see. The Auckland club's president is John Stewart (unanimously re-elected president), Bonney, vice

president; David Porter, secretary-treas., Douglas Wood, tours director, and directors Alan Collins, Rodney Welch, Eben Moffitt, and Terry Porter.

#### VALLEY OF THE SUN RG STAYS OVERNIGHT IN FLAGSTAFF

The first of two overnight outings scheduled for 1968 by V.O.S.R.G. Arizona, took place May 18-19. Touring north out of Phoenix, 69 members in 25 antique automobiles drove through Arizona's Red Rock country, had a box lunch at a pre-historic Indian well, participated in an antique bathing suit contest and spent the night at Flagstaff. Returning home on Sunday, they all enjoyed a buffet lunch at a resort motel in Sedona and visited a thriving fish hatchery.



Four of the contestants in the bathing suit event included, left to right, Harold Shortridge, Paul Cross, Board member Joe Cabeen and National Director Les Thomas.

#### SALEM RIG WILL TOUR WILLAMETTE VALLEY IN OREGON

Home base for this year's regional group tour for Salem, Oregon, will be the Marion Motor Hotel, Salem, (which was founded in 1870). The itinerary will take the antique autos through fertile fields, green forests, covered bridges and rivers in the heart of Western Oregon. The RG's publication, "Tail Lite," March 1968 edition, has an excellent trailer design idea. Perhaps, interested parties could write to the editor, P.O. Box 2264, Salem, Oregon, for a copy. It looks highly practical to us.

#### WISCONSIN RG LISTS SOME GOOD TIMES AHEAD

The month of July saw the Wisconsin Group go on their Arrowhead Tour for a weekend tour from Seymour to Antigo, with Bob Bleick in charge. In August, the membership will enjoy a picnic at Jefferson Oark in Menasha with the Jacob brothers, George, Jim and Al taking charge of preparations, including a tour through town with police and fire department escorts. In September, a Sell and Swap Meet will be held on the 8th at the Fond du Lac County

Fair Grounds. Antique items of all types will be welcome at this meet, according to Ed Mengel.

#### SEATTLE-TACOMA PUBLISHES ROSTER

The 1968 roster of members of the Seattle-Tacoma RG reached our attention recently and one gets a fine impression of fine organization and some good hard, thorough work on the part of the editor, Harold Musolf, Sr., and his staff of Ed Roberts and Phil Gardner. Eighty three (male) names are listed with addresses and home and business phone numbers in the first half of the 12-page 8½ x 11 mimeographed booklet, followed by a listing of the club's automobiles, numbering a total of 282, plus a San Francisco cable car and a Model T Ford one ton pop cornwagon! No less than 83 makes of cars are included in the roster. Among the very oldest in the roster are such pioneer cars as a 1900, and a 1901 Locomobile Steamer, a 1902 Olds runabout, a 1902 Mobile Steamer, roadster, 1903 Arwell roadster, and 1904 Reo runabout, Oldsmobile sedan, and Fiat 7 pass. rear entrance tonneau.

#### NORTHERN CALIFORNIA CELEBRATES 20th ANNIVERSARY

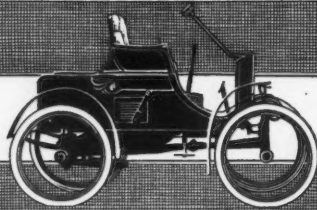
The HCCA membership in the Sacramento area will have celebrated their club's 20th anniversary when this issue of the Gazette comes off the press. It is highly worthy of note that the Northern California Regional has been a consistently strong segment of the National organization of the HCCA. To celebrate the event, the club took a tour to Lake Tahoe July 12-13-14. More on this next edition. We hear, too, that a special edition of the club's publication, "Brass Nuts" commemorating their 20th anniversary will soon be forthcoming. Co-editors, Ed and Karen Easter and Dave and Joanne Shuck are putting out a first rate paper these days, and is a credit to the NCRG and HCCA.

#### HORSELESS CARRIAGE GAZETTES

**\$1.25** a copy

- (1954) Volume 16: #1, #3, #4, #5 & #6
- (1955) Volume 17: #1, #2, #3 & #6
- (1956) Volume 18: #2, #3, #4 & #
- (1957) Volume 19: #3
- (1959) Volume 21: #4
- (1960) Volume 22: #2, #3
- (1961) Volume 23: #1
- (1962) Volume 24: #4 & #5
- (1963) Volume 25: #2, #4, #5 & #6
- (1964) Volume 26: #1, #2, #3 & #5
- (1965) Volume 27: #1, #2, #3, #4 & #5
- (1966) Volume 28: #2, #3, #5 & #6
- (1967) Volume 29: #1, #2, #3, #4, #5 & #6
- (1968) Volume 30: #1, #2, #3 & #4

Horseless Carriage Club of America  
9031 E. Florence Ave., Downey, California 90240



# Packard

## SUCCESS BUILT ON GOOD WILL

Recognition of the Packard as a measure of quality is an essential fact of automobile history.

Public endorsement of the Packard, as shown by sales, has increased steadily year after year. As the art progressed, making it possible to build better, the Packard car has been improved. Growth and progress have fostered the mutual regard between the Packard and its patrons.

There never has been an off day in the mechanical development of the Packard car from the old one-cylinder model that represented the highest state of the art then to the wonderful "3-38" and "5-48" models that represent the furthest advance of the art now.

There never has been an off day in the development of the Packard plant

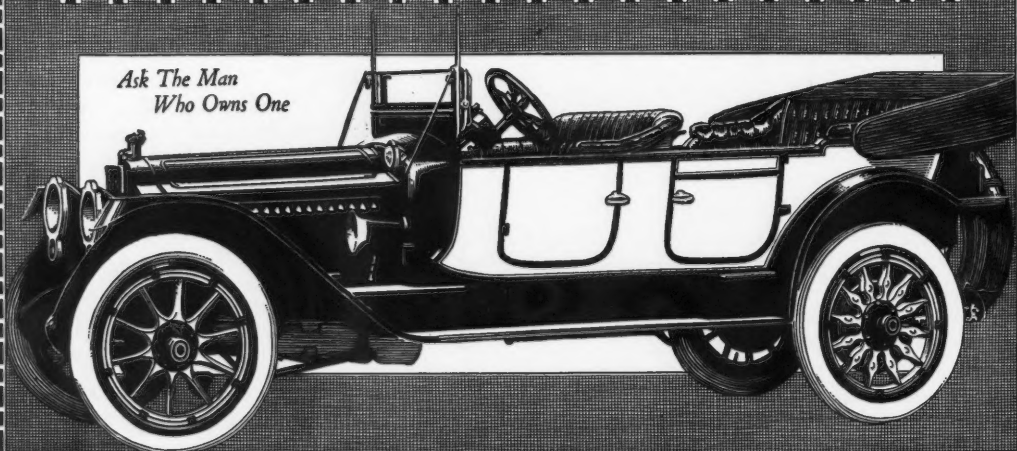
from the small machine shop of 1899 to the highly developed and amazingly efficient factory of the present day.

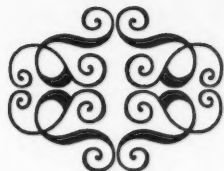
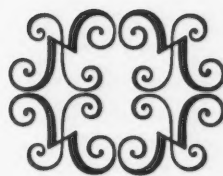
Always by putting profits into engineering research, improved factory equipment and advanced manufacturing practice, *we have compelled the increased output to pay back into the hands of the public increased value in the goods delivered.*

Price is secondary. We build always the highest attainable quality and the price is fixed by the production cost. As our volume grows and our factory methods advance, we are able to give our patrons better cars at lesser price. The Packard car is the visible sign of a great institution founded on an ideal and perpetuated by good will.

PACKARD MOTOR CAR COMPANY, *Detroit, Michigan*

*Ask The Man  
Who Owns One*





### HAROLD WARP PIONEER VILLAGE EXPANDED

Formal opening of the new 17,000 sq. ft. wing to the main building at the Harold Warp Pioneer Village at Minden, Nebraska, was part of the 15th anniversary celebration of the founding of the Village on Saturday and Sunday, June 8th and 9th.

The expansion provides twice the space to house the major portion of the transportation exhibit that emphasizes the evolution of transportation from ox cart to jet, with an overhead display of 13 historic aircraft. The automobile collection is a delight to members of the Horseless Carriage Club.

The former main building will be used to concentrate all of the Pioneer Village art objects in one area; this impressive display of American Pioneer life is the only collection of its kind in the world.

This art, dating back to pioneer days, will include 23 original William H. Jackson paintings, 22 original Albert Roanoke Tilbourn paintings -- including the internationally famous "Buffalo Bill" portrait -- as well as the world's largest collection of famous John Rogers sculpture and many miscellaneous objects of Early American art.

Since its inception on June 6, 1953, the attendance at the Village has grown steadily each year, as has the number of restored exhibits at this 20 acre site of Pioneer American history.

Some two million people have visited the Harold



## *Lincoln Highway*

### COLLECTION

Henry Austin Clark, Jr. (stooping), Glen Cove, N.Y., in Cleveland for a quarterly meeting of the Advisory Board of the Frederick C. Crawford Auto-Aviation Museum, and Dr. William F. Donze, a fellow Board member, examine a tire on a 1909 Lozier as they tour the new plant of the Lincoln Highway Tire Co., whose president, Thomas J. Lester, is also on the Advisory Board. The meeting on February 5 was the first to be held away from the present Museum site and gave the Board an opportunity to see the 40 basic tires which Lincoln is manufacturing for antique and classic cars.



Warp Pioneer Village at Minden, Nebraska, located on U.S. highways 6 and 34, and Nebraska 10, just 12 miles south of I-80, at the Minden exit, between Grand Island and Kearney, Nebraska.

The Village is open to visitors every day of the year; hours are from 8 a.m. to sundown; admission: \$1.50 for adults, \$.50 for children and tots under 6 are admitted free.



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# DETOUR TO FASHION--1908

## VIA 1907

By Helen Frye

PICTORIAL REVIEW

Studying the 1907 style books one notes an interest in suspenders, bretelles, capped sleeves, wide overhanging tucks at the shoulder, pinafore effects and overblouses with deep armholes. In the summer appeared a little kimono sleeved jacket in "Japanese" style and a kimono sleeved Eton called Mikado. Then came the lengthened shoulder with sleeve set into deep armholes and suddenly there is a very new look indeed; a distinctly different silhouette lasting until the Fall of 1908. The Princess line and the Empire effect was still the rage even in separate skirts requiring special fitting. (See HCC Gazette Vol. 27 No. 2 1965 for this instruction.) Skirts stayed wide at the hem, the fullness accomplished by gores, circular cutting and much, much plaiting; all around or in groups. At the same time the classic fitted jacket with set-in sleeves and the shirtwaist costume stayed in high favor. It would seem that la Mode simply ran a parallel or detour. In fact, referring to the myriad designs coming from Paris, the March Pictorial Review remarked, "they leave one breathless. It is a cause of wonderment that so many new ideas can be evolved in one season."

There was the usual variety of fabrics; in wools, broadcloth, serge, cheviots striped and plaid, and covert cloth. For thin daytime dresses linen, India linen, embroidered batiste, organdy cretonne, silk mull, mousseline and china silk. Much taffeta was used and rough silks were hugely fashionable; one called Mirage with a satin luster was recommended for all styles of costumes, evening coats and auto coats.

Ornamentation was a must and used on everything and in almost every manner, with braiding and embroidery and banding uppermost in choice. Contrasting fabric collars, cuffs and vestees all trimmed with soutache and woven braids in all widths, little buttons in groups, larger buttons with braid loops. The favored laces were Irish and filet, but valenciennes was never out of use for the lingerie type dress.

As the silhouette widened so did the hat brims. The bandeaus slowly gave way letting the chapeau level off at the coiffure line, making way for the famous Merry Widow hats of 1908, covered with plumes, wings, egrets, ribbons and large flowers.

In restoring these costumes the little details are most important; the collar tabs, ties and jabots. The bias band or satin banding on skirts; the armhole or Japanese band; plaited insets and buttons in odd places; all extremely fascinating details to research and restore.



# NEW DESIGNS IN HOUSE GOWNS



THESE suggestions for house gowns are also good for development in the new spring and summer fabrics for outdoor wear in warmer weather, and some of them are good for making up in advance the ever-popular white linen summer dress.

No. 2650, Ladies' Tucked Jumper or Overblouse, and No. 2591, Ladies' Four-Gored Skirt, are combined to make a charming indoor dress, and will make up well for a lingerie gown. The tuckered jumper is cut in surplice style and may be worn over any sort of under-waist. The skirt is made with a circular side gore, lengthened by a circular flounce. This offers an excellent opportunity for a dainty

gown of silk mull, checked cotton voile, embroidered batiste, or a new voile which comes with a wide embroidered stripe woven in. French Valenciennes or filet lace should be used for the trimming, and the dress should be worn with a blouse of allover lace or embroidered swiss. The waist sizes are 32, 34, 36, 38 and 40 inches bust measure, and the skirt sizes 22, 24, 26, 28 and 30 inches waist measure. The medium size requires for entire dress 10 yards of 30-inch material.

A very smart dress is made of No. 2566, Ladies' Waist, in jumper effect, and No. 2664, Ladies' Nine-Gored Skirt, with plaited sections inserted between each gore and an inverted plait at centerback. This is developed in blue silk voile with the Greek key design on the blouse and around the deep armhole, carried out in black silk soutache. The yoke and sleeves are of coin-dotted white China silk with the soutache trimming the cuff-band. Blue metallic buttons are used to trim the fitted upper part of the skirt, while a wide band of the voile trims the skirt above the hem. Taffeta, raye tussah (a new rough silk with a satin stripe) or, if a gown for summer wear is desired, India linon, mousseline, or an inexpensive printed wash fabric would make up well. The waist sizes are 32, 34, 36, 38 and 40

inches bust measure, and the skirt sizes 22, 24, 26, 28 and 30 inches waist measure. The medium size requires for entire costume 14 yards of 24-inch material.

An exceptionally smart gown is made of No. 2615, Ladies' Tucked Waist, with deep armholes and draped sleeves in three-quarter length, and No. 2606, Ladies' Seven-Gored Skirt, having the side gores lengthened by a flounce, over which it buttons in tunic effect. This will make up well in voile or silk. It would be very smart developed in white Irish linen, the yoke being made of allover embroidery with dark-blue material for trimming around the yoke and belt. The waist is in sizes 32, 34, 36, 38 and 40 inches bust measure, and the skirt in sizes 22, 24, 26, 28 and 30 inches waist measure. The entire costume requires for medium size 12 $\frac{3}{4}$  yards of 36-inch material.

No. 2666 is a ladies' costume consisting of a tuckered jumper with long shoulder effect and an attached five-gored skirt with box-plait inserted each side of front gore. Voiles, taffeta and printed chiffon or embroidered batiste will also make up well in this design. The sizes are 32, 34, 36, 38 and 40 inches bust measure, and the medium size requires 6 $\frac{3}{4}$  yards of 40-inch material.

Unless there is a Pictorial Review Pattern Agency in your town, patterns (including cutting and construction guides) will be mailed from offices, 853 Broadway, New York; 160 State Street, Chicago, or 1056 Washington Street, Oakland, Cal., upon receipt of order.

If not otherwise marked, Tissue Paper Patterns of these Designs are 15 Cents Each Number.



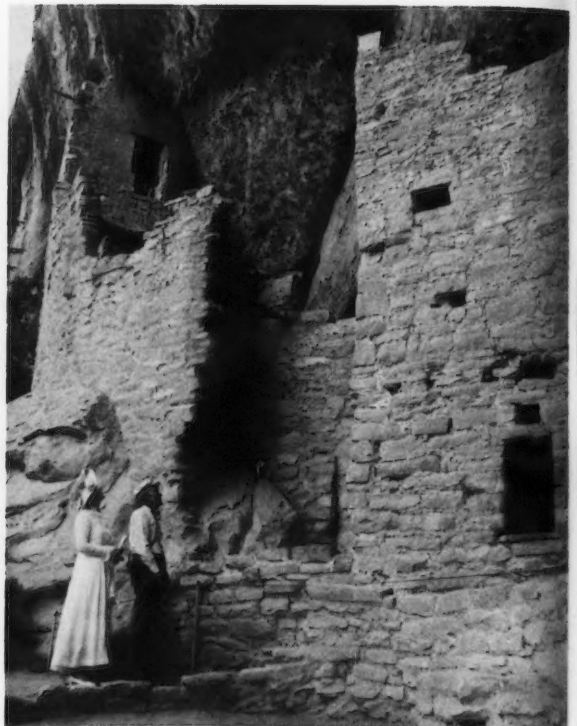
# DRESSY WAISTS

PICTORIAL REVIEW  
MARCH, 1908





The fun ride on the steam narrow gauge from Durango to Silverton.



WHAT? NO GARAGE?

# PHOTOS OF THE 21st ANNUAL NATIONAL TOUR

## June 19-22, 1968

### DURANGO TO SILVERTON, COLORADO

Horseless Carriages from many states, and in sizes ranging from little steam cars and a single cylinder Harley-Davison motorcycle to a Palmer-Singer and Stevens-Duryea, gathered in Durango, Colorado, for the 21st National Tour. The participants included a number of National Directors, several past National presidents, and representatives from many regional groups. Also attending were two members who have not missed a single national tour: founding member Dr. George Shafer and Barney Rademacher.

Tour Chairman Pete Bechtel and his wife, Sue, Orin and Theresa Campion, John and Dina Esposti, George and Lucille Kersh, and other members of the hosting Santa Rosa Regional Group spent many, many hours

planning an enjoyable tour. We want to extend our thanks to all of them for a tour that lived up to all expectations.

Wednesday evening was the official "get-acquainted" time, but there was much talking, looking at cars, and getting acquainted long before that. We all enjoyed our visiting, and then small and large groups went to dinner in various restaurants in Durango—from the Red Barn to the Strater Hotel to the young people's choice, The A and W.

We began our touring Thursday morning with a beautiful ride through green hills, lush meadows filled with flowers, and many ponds and creeks. The ride into Mesa Verde Park Headquarters was quite steep and



All aboard for Silverton, Colorado. Kathy and Bill Small, and Deb Anderson.



Two steamers; 1900 Toledo in front, and 1901 Locomobile.



Now watch grandpa do it! Eddie Box and Eddie Box III.



winding, but most of the cars made it without too much difficulty. We stayed to look at the Indian ruins and go through the excellent museum until it was time to meet for a box lunch at Farview Terrace. And so back to Durango. Many of the tourers were anxious and happy to jump in the pool on their return to the Holiday Inn.

The tables at the banquet were decorated with Navajo dolls donated by one of the shops in Durango. These were given to those people lucky enough to find a star on the bottom of their saucer. At this dinner and on succeeding nights we all enjoyed the humorous and perspicacious "M.C. ing" of National Vice-President Dr. Bill Lawrence. Following dinner we were entertained by a family of Ute Indians who did several Indian dances for us.

Bright and early Friday morning we boarded the old narrow gauge train for a ride to Silverton. The trip up the canyon beside the Animas River was most beautiful. Some of us enjoyed the conventional closed cars, some the open cars with the accompanying cinders in the eyes, and some the plush victorian private car, "Nomad." After a pleasant lunch at the Grand Imperial Hotel, we had time for souvenir shopping and looking around. When the train whistle blew, we all climbed aboard for the trip home.

After dinner, the Colorado Group provided a fast-moving dice game to determine the winners of packages of many sizes and shapes. Two very fine door prizes were also given away. A beautiful set of luggage was won by Cindy Bennett of Scottsdale, Arizona, and a brass horn was won by Lillian Sorensen's daughter, Pat. Out on the terrace, we listened to some very beautiful music played on an amplified accordion by Bonnie and Tom Macaluso's daughter.

Saturday morning we lined up for a parade through Durango, that appeared to have brought out all the townspeople. We then drove to Lake Vallecito, one of Colorado's largest, and stopped beside the lake for a delicious lunch at Semke's Lodge.

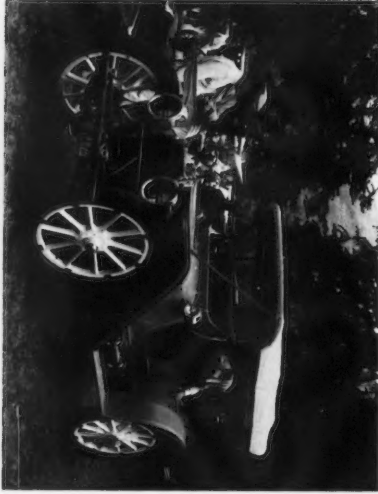
The Awards Banquet is an exciting time for everyone. Tour plaques, designed by Pete Bechtel, were given to all participants, and there were a number of ribbons given for Excellent Restoration. Trophies were awarded.

Sunday morning could be heard: "Good-by" "See you at home" "See you next year" and "Wasn't it a terrific tour!" It was a great tour and we'll all be looking forward to another fine National Tour in 1969.

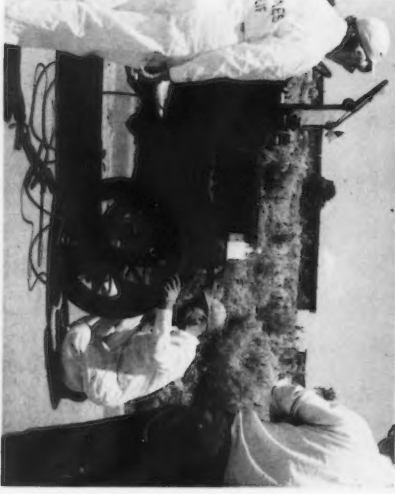
By Barbara Hosterman



Mesa Verde, early American condominium.



Cecil Foster's American Underlung.



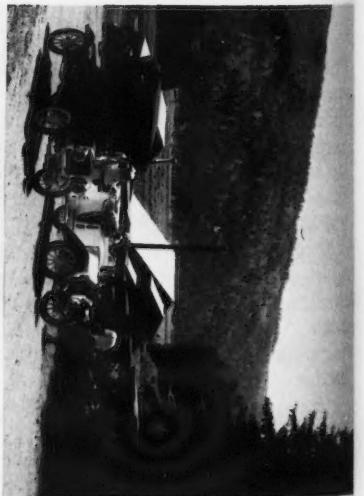
One of 18 flat tires on the tour; George and Mila Tress' 1915 Ford.



Eddie Bear riding with Bob Hopkins.



Chris Campen adjusting the steering gear of his 1909 Cadillac or Silverton.



Mitchell, Kiri, Mormon and other tour cars.



Joel Pyringell's 1909 Palmer Singer.



Some of the cars on tour.



Trophy winners, left to right, back row: Clarence Ednee, Mike DeMarco, Herb Ottoway, Cecil Foster. Front row: John Carra, Joe Plamondon, Al. He lwig.

Kathy Small, Theresa Campion, Dina Esposti and Debby Anderson.



Trophy winners, left to right: Ken Hageman, Blackie Gold, Howard Goetz, Phil Reed, Ted Oney, Wayne Arnold and Peter Newnes.

The 1968 National Tour Committee: Dina and John Esposti, Theresa and Orin Campion, Pete and Sue Bechtel, George and Lucille Kirsch, and Debrah Anderson.



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32 x 3½ / 33 x 4	25"	4	SS	42.00	52.00	1.90	5.00	8.00	.31
32 x 3½ / 33 x 4	25"	4	CL	52.00	62.00	1.80	5.00	8.00	.31
34 x 4½	25"	4	SS	48.00	57.00	2.60	6.00	9.00	.44
+35 x 5	25"	4	SS	55.00	63.00	3.50	7.00	10.00	.44
34 x 4	26"	4	SS	43.00	53.00	2.35	5.00	8.00	.31
35 x 4½	26"	6	CL	55.00	65.00	2.60	9.00	12.00	.44
+36 x 5	26"	4	SS	63.00	73.00	4.20	9.00	12.00	.49
+37 x 5	27"	4	SS	65.00	73.00	3.90	9.00	12.00	.49
+36 x 4	28"	4	CL	54.00	63.00	1.90	9.00	12.00	.44
+37 x 4½	28"	4	SS	65.00	73.00	3.10	9.00	12.00	.49
+36 x 3½ / 37 x 4	29"	4	CL	90.00	97.00	1.90	9.00	12.00	.49
650 x 16	16"	4	SS	30.00	39.00	2.70	5.00	8.00	.26
+700 / 750 x 17	17"	4	SS	51.00	59.00	4.00	6.00	9.00	.41
+700 x 19	19"	4	SS	52.00	62.00	4.20	6.00	9.00	.44
450 / 475 x 20	20"	4	SS	21.00	29.00	2.20	6.00	9.00	.24
+600 x 21	21"	4	SS	46.00	56.00	2.80	7.00	10.00	.32
+700 x 21	21"	4	SS	61.00	71.00	4.30	8.00	11.00	.46
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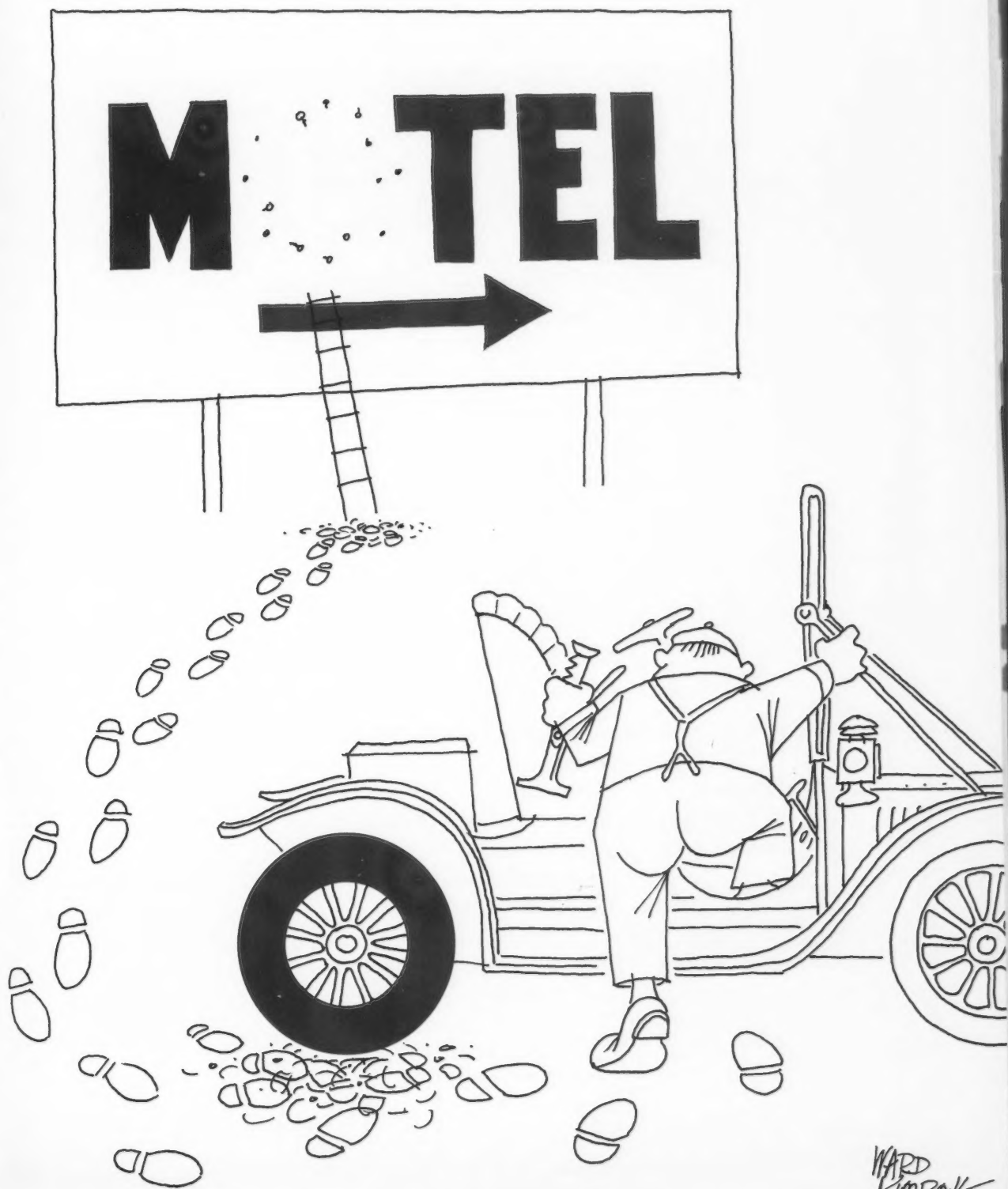
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1921 photo of a Ford Speedster at Whittier, Cal. Photo: Jim Guinn

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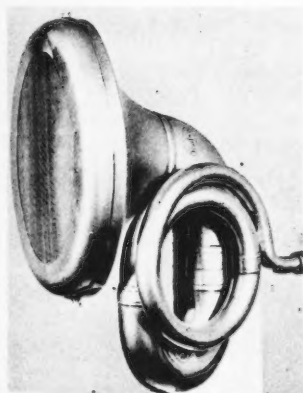
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### 1912 CHALMERS "30" IDENTIFIED

Sir: Enclosed is a glossy reprint of an old picture I found in some of my grandfather's effects.

As can be seen from the license plate the year is 1915. The experts may be able to determine definitely, but the car could possibly be a 1913 Jackson.

The younger man on the far left is my grandfather, Francis George Wyman, one of the pioneers in the Pomona Valley area, and a very active person in the citrus field, having been associated with the fumigation end of the Fruit Growers Supply from about 1894 to 1939.

It might be of some interest to the club members that prior to the introduction of Ford's Model "T," my grandfather used the Brush exclusively in the Orange Groves, as he found the Brush the only self propelled vehicle that could travel through the soft plowed ground without bogging down. Upon the introduction of the Ford "T," however, he used the T's for many years, going to the Chevrolet later.

The occasion of the picture was when 3 of his uncles and an aunt came west for a visit. Then as now, visitors to this area all wanted to go to visit Mexico. A motor trip from La Verne, to Tijuana, Mexico was undertaken, a trip of in excess of 100 miles each way.

—Arthur W. Aseltine  
 Fallbrook, Cal.



The F.G. Wyman party in Tijuana, Mexico in 1915. The car is likely a 1912 Chalmers "30".

• Some time ago your letter was turned over to me to try to identify the make of the automobile in the Tijuana picture you enclosed.

Though the passengers obscure much of the car's details, it has much the appearance of a four-cylinder 1912 Chalmers "30."

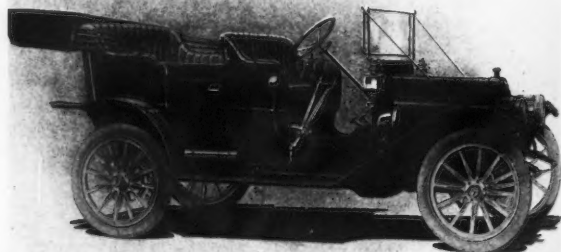
### ANTIQUE CAR BODY IDENTIFIED AS AN E-M-F LATE 1911

Sir: In the Vol. 29, No. 6 issue of the HCC Gazette there is a car body that is in need of identification. Upon looking it over several more times and giving it some study, I feel I may be able to provide at least a clue to the identity of same.

It so happens that the body of my antique resembled the pictures shown at the time I obtained it. The construction features of the two are similar if not identical. And with the exception of the original color scheme, which I am at a loss to explain, my body matches all the other features listed. I have either a late 1910 or early 1911 E.M.F. It has no front doors. It has the curved front fenders and the question mark rear fenders of the 1911 cars. I know of only 2 other pieces of E.M.F. that are in this same pattern or configuration. I have assumed that mine is one of several made before front doors and cowl were the standard body style. I hope this is of some help and I can send photos if needed.

—R.S. Gasparotti  
 Boise, Idaho

The clues given in your communication of April 7th regarding the probable identity of the unknown antique automobile body owned by Dr. Robert Huf of Reno, Nevada, are much appreciated. This is the tonneau that was pictured and described on pages 44 and 45 of the HORSELESS CARRIAGE GAZETTE for November-December 1967.



Though this illustration of an open front E.M.F. was printed in the July 1911 Auto Trade Journal, the foredoor models of the E.M.F. and Flanders had been announced in the Horseless Age, May 22, 1911.

Following up on your suggestions, we made a thorough check of 1910 and 1911 E-M-F references in the trade magazines of the period. It appears that the E-M-F Company in 1911 made a mid-year change in 1911 models when they announced in June of that year the E-M-F "30" fore-door, vestibuled, semi-torpedo body with cowl. (See CYCLE AND AUTOMOBILE TRADE JOURNAL for June, 1911, page 150). The next month there was a more complete description of the E-M-F line in the CYCLE AND AUTOMOBILE TRADE JOURNAL for July, 1911, pages 118-122. I am enclosing a photo-copy of page 122 of the above reference that has a picture of the E-M-F four-cylinder open touring car. Body lines seem to agree with those of the Reno tonneau and may be identical with those of the E-M-F you own. Also enclosed is a photo-copy of an old time snapshot of an E-M-F with the same body lines.

Again our thanks for helping to identify this probable late 1911 E-M-F "30" open touring car tonneau.

### ONLY A FEW SAMPSON 30s BUILT BUT THIS ONE TURNED UP IN AUSTRALIA

Sir: I am restoring a Model 35 Sampson tourer of 1912 and particularly need details or pictures of the radiator which I have to make.

As far as I can find out only three of these cars were imported; I have bits of two of them, so mine is the only one left in Australia.

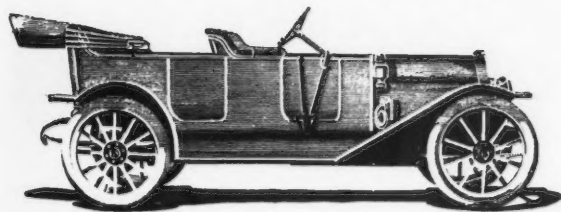
I have found two previous owners of these cars but their memory is very vague. One states that the radiator consisted of separate gilled tubes, the other that it was a vertical tube type. Both agree that the filler cap had a special method of attachment but cannot remember details. One says there was a separate foot throttle, the other that only a hand throttle was used. Can you help please?

If you know of anyone with a similar car I would appreciate their address so that I can communicate with them.

I have a fully restored 1904 Mode G single cylinder Rambler and have a complete spare engine which I would like to swap for a twin cylinder Model J, K, L of 1904 should you know of anyone interested.

—W. S. Anderson  
Brisbane, Australia

## Sampson 35



June 1911 Sampson Advertisement, after the factory was acquired by Benjamin and Frank Briscoe and moved from Pittsfield, Mass. to Detroit, Mich.

• In reply to your inquiry of December 4th you have a very rare car in your Sampson "35." The passenger car was made only for a year, perhaps less. A relatively few cars were built and there is not much literature about them. What advertisements there are seem to be very much the same. Most of the ads are like the one enclosed copied from THE HORSELESS AGE. Invariably only the right hand side of the car is depicted so that it is almost impossible to define the shape of the radiator. Incidentally, it may be that you have more Sampson parts than any buff on this side of the Pacific.

In 1959 I corresponded with a Robert Harward who was restoring a very much dilapidated Sampson. I believe that his car still is the only example still in existence in the U.S.A. Mr. Harward's address at the time was: 3903 Monroe Street, Sioux City 6, Iowa. Perhaps he could trace for you the outlines of the radiator shell on his Sampson.

Though none of the references I have on the Sampson clearly show the front end of the car, I am enclosing photo-copies of five references which may be helpful both from the historical standpoint as well as providing answers to some of your questions, i.e.:

1. "Recalling Our Sampson "35" of 1912" by Ira L. Conkling from THE ANTIQUE AUTOMOBILE, June, 1959, pages 177 and 204. In 1961 Mr. Conkling's address was: Suburban Square, Ardmore, Penn. Possibly Mr. Conkling would still have in the family photo album a picture of his father's Sampson showing the shape of the radiator.

2. "Anyone Else Own a Sampson?" from THE HORSELESS CARRIAGE GAZETTE for July-August, 1959, page 53.

### SPECIFICATIONS

3. "The Sampson 35" from THE CYCLE & AUTOMOBILE TRADE JOURNAL, February, 1911, page 238.

4. "Sampson 35," THE HORSELESS AGE, March 15, 1911, page 24.

5. "The Sampson Thirty-Five," CYCLE & AUTOMOBILE TRADE JOURNAL, June 1, 1911, pages 146-150.

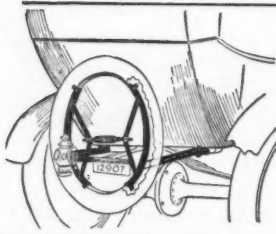
### TIRE HOLDERS FOR 1920 FORD MODEL T

Sir: I'm restoring a 1920 Model T Ford touring car. The rear mounted spare tire carrier is missing. I have two styles available and am not sure which is correct. One has a circular frame with a cross bar: I and the other is inverted triangular: II both views looking at the back of the car. Which is proper for 1920?

—John M. Player  
Sterling, Illinois

• In reply to your inquiry of December 8th, according to a 1919-1920 Ford Model T brochure, open models with clincher tires were not provided with a tire carrier at the factory. On Coupe and Sedan cars fitted with

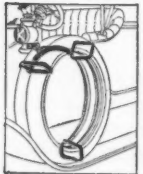
**ALWAYS CARRY AN EXTRA TIRE 23**



**"J. O." Rear Tire Holder**

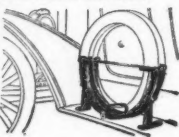
**For Demountable Rims or Tires Only.**  
 This tire holder must be seen on a car to be appreciated. It holds the tire in just the right position, tilted slightly backwards on a touring car and slightly forward on a roadster. It will hold demountable rims as well as tires only. There is a 1/4 circle of 2 1/2" metal at each side, with a stirrup at each end of same which supports the tires from the outside of rim. The pressure outward is given by an expanding turnbuckle. This holder caused rattle or wear the tires when kept tight. The main support bars are very heavy, making the holder solid and free from vibration. The most rigid and durable tire holder we have ever handled. Very easily and quickly cleaned and rear end of frame with clamps furnished. License and tail lamp brackets furnished, also a hump going around tire, into which a padlock can be placed. Black enamel finish. Shipping weight, 14 lbs.  
**1C212B—"J. O." Rear Tire Holder—Touring.... 6.35**  
**1C213B—"J. O." Rear Tire Holder—Roadster.... 5.25**  
**Note:—See Combination Rear Bumper and Tire Holder on other page.**

**Perfection Side Tire Holder**

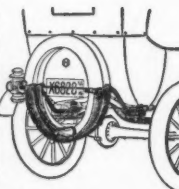


**Perfection Tire Carriers** keep your spare tire perfectly rigid and do not loosen or rattle, chafe the casing or scratch the fenders. Carrier holds one or two tires, either size, unmounted or on demountable rims. Easily attached with drilling holes. Fastens to windshield bolt and running board. This is a strong, serviceable holder. Fits all Fords from 1915 to 1918-19. Slip. wt. 2 lbs.  
**Our Price**  
**1C219..... 1.35**

**Tire Cradles for Ford Cars**



This holder forms a snug cradle supporting two 30-inch tires half way around and thus holds them vertically in place, eliminating tendency to chafe or bend over. No straps are necessary, the tires being retained firmly in position by hinged clamp at bottom, to which a lock may be added.

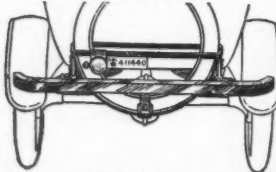


They present a much better appearance than ordinary tire holders. The rear tire cradle is supported by two arms of more than ample strength, which are clamped over side members of the frame and require no machine work. The rear cradle also has bracket for tail lamp and slots in top band to which license can be attached.

The cradle for side of car is bolted to running board in center, also supported by one strong standard as shown. Complete with bolts, all black enamel.  
**Shipping weight, 20 lbs. Our Cash Price**  
**1C217, Side Tire Cradle..... 4.05**  
**1C218, Rear Tire Cradle..... 6.80**  
**28552A, Padlock for Tire Holder..... .35**

**Rear Bumper and Tire Carrier**

A very classy well made outfit



A rear bumper is often just as necessary as a front bumper. Another car is liable to bump into you in crowded traffic or you may back up near the wall in the garage than you intended to. This bumper has a strong channel, is held by two pieces of heavy angle iron which are permanently attached to sill of body. The carrier is cradle pattern fitted for license and tail lamp, and is rigidly attached to these angle bars and will hold two tires provided no tires can be locked. Shipping weight, complete, 30 lbs. Bumper only, 21 lbs.  
**1E230B—Rear Bump or only, nickel bar..... 6.50**  
**1E230D—Combination Outfit, nickel bar..... 10.50**

**Quality Tire Tape**



Standard heavy friction tape, 1/4 inch wide.  
**Our Cash Price**  
**1A104B—2 ea. Roll..... .12**  
**1A104—4 ea. Roll..... .20**  
**1A105—1/2 lb. Roll..... .35**

**Strong Web Tire Straps**



Extra strong woven web tire straps with good buckles. Convenient for strapping on extra tires. Ship. wt. 1/2 lb.  
**1C220A—Size 3 1/2" 30"..... 1.30**

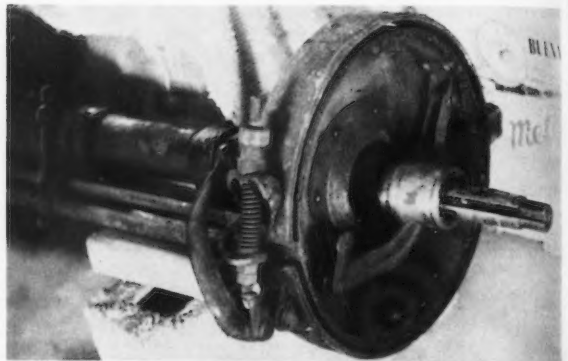
**Harness Leather Strap and Buckle**



Blue quality black harness leather strap with buckle; strong and durable for strapping on tires or luggage.  
**Shipping weight, 1/2 lb. 42 inches long.**  
**1C220E—Size 3 1/2" 30"..... .55**  
**1C220F—Size 1 1/2" 45"..... .35**



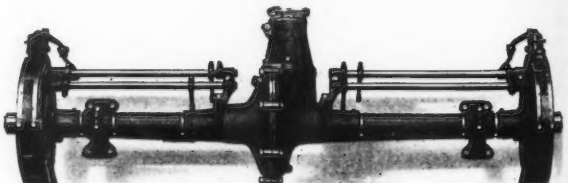
Substituted axle on 1912 Mitchell Getabout roadster identified as a Weston-Mott.



Brake mechanism.



Brake control rods.



Weston-Mott rear axle advertisement, August 1915.

unit. It came with 25" wheels (12 spoke, square wood felloe, 12 1/4" drums). The metal seat for the rims has a 1914 patent date. The throw-arms for the brake rods have been moved outboard several inches and welded

1920 Western Auto Supply Catalog offered many styles of Ford spare tire carriers.

demountable rims carriers were furnished for a spare.

Owners of open cars apparently provided their own carriers of one type or another. Some of the possibilities are shown in the enclosed photo-copy of page 23 from Western Auto's 1920 FORD OWNERS SUPPLY BOOK.

Perhaps the most common type visible in old pictures of circa 1920 Model T Fords is the kind that you described as "Circular frame with a cross bar." I would use that one in preference to the one like an inverted triangle.

**DOES ANYONE NEED A REAR AXLE SIMILAR TO THIS ONE?**

Sir: The disassembly process revealed that my 1912 Mitchell Getabout which I am restoring had been fitted with a substitute rear end. Fortunately I was able to acquire the proper rear end through an ad in the Gazette.

I am now curious as to the parentage of the surplus

into place. (The correct position is revealed by the original keys still in their keyways close to the differential).

The unit appears to be in excellent operating condition, but it is nothing more than garbage until it is identified. I have been unable to identify it through my meager resources and experience, however your facilities may prove more successful. If you choose to retain the photos I can have additional copies made for my own use.

—William Cuthbert  
Santa Maria, California

• I turned your letter of November 30th with its six pictures of an unidentified rear end over to Dave Rait for his analysis. Dave is an expert on antique car components. It was his opinion that it was a Weston-Mott product.

I am enclosing a photo-copy of page 286 from the *AUTOMOBILE TRADE JOURNAL* for August, 1915. The picture of the Weston-Mott rear axle in the ad has so many points in common with the rear end in your pictures that I believe Dave's identification to be correct.

Unless you wish them returned I would like to keep the six pictures for my Weston-Mott file.

#### CHOICE OF WHEELS FOR HUPMOBILE



Sir: I am enclosing pictures of my 1914 Model-T Ford touring car and also my 1931 Hupmobile coupe. I have other antique cars. I was eighteen months restoring the Hupp. In regard to the 1931 Hupmobile shown in the *Gazette* a few months back, I noticed it had wire wheels. Are they original? I would like to know. As you will notice in the photo that mine has artillery wheels.

—Cliff Black  
Longview, Texas

• Hupmobiles as well as other cars of the 1930s offered artillery, wire and disc wheels optionally; all fitting the same bolt circle. It is entirely possible for you to obtain all three sets and use them interchangeably for variety at different events. All are original and authentic.

#### THIS 1911 CADILLAC "30" ROADSTER IS ONE OF A VERY FEW SURVIVING EXAMPLES

Sir: Please, some help. At this point I am the rather fearsome owner of a Model 30 Cadillac 1911 Roadster. Engine, chassis, wheels, hood, but no fenders, running boards, splash pans, etc. Would I be fortunate enough for you to tell me where one of these beauties is located so I could take some measurements, pictures, etc. Your help will be appreciated and I'll try to complete this gem and then I'm available to pass on the information to someone else. Many thanks.

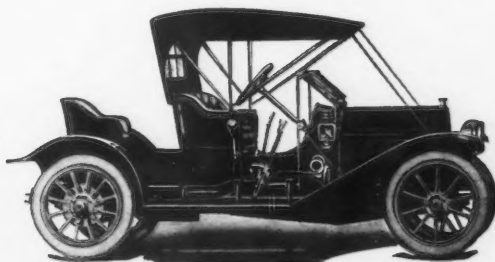
—Mark T. Gates  
Santa Monica, California

• In your response to your letter of November 14th I am happy to enclose photo-copies of Cadillac "30" references as follows:

1. Pages 4, 25, 29, 30 and 32 from a 1911 Cadillac brochure showing pictures and giving specifications of the Roadster.

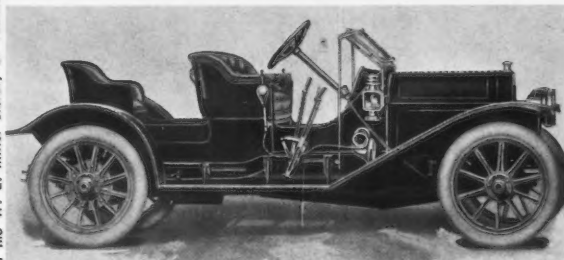
2. A picture of a Roadster restored by Ralph A. Hahn, Rt 1, Box 56-A, Helena, Montana 59601.

It is possible that Mr. Hahn will be able to assist you with your restoration problems.

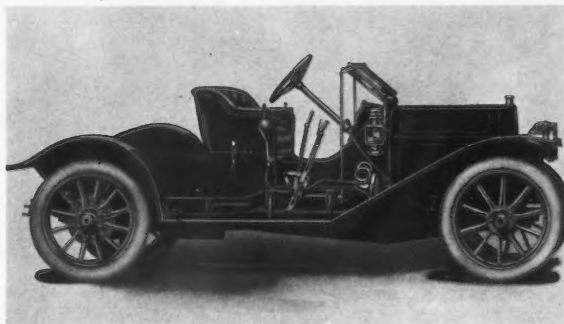


1911 Cadillac "30" roadster with a rumble seat.

from the W. E. Miller Library of Vehicles



1911 Cadillac "30" roadster with a flat rear deck.



# 1908 FIRESTONE MOTOR BUGGY

Built by the Columbus Buggy Company, Columbus, Ohio

Dear Sir: On page 43 of the Nov-Dec. issue of the HC Gazette on "What is it" I have no doubt in my mind about the High Wheels as to what it is, where it was manufactured and etc.

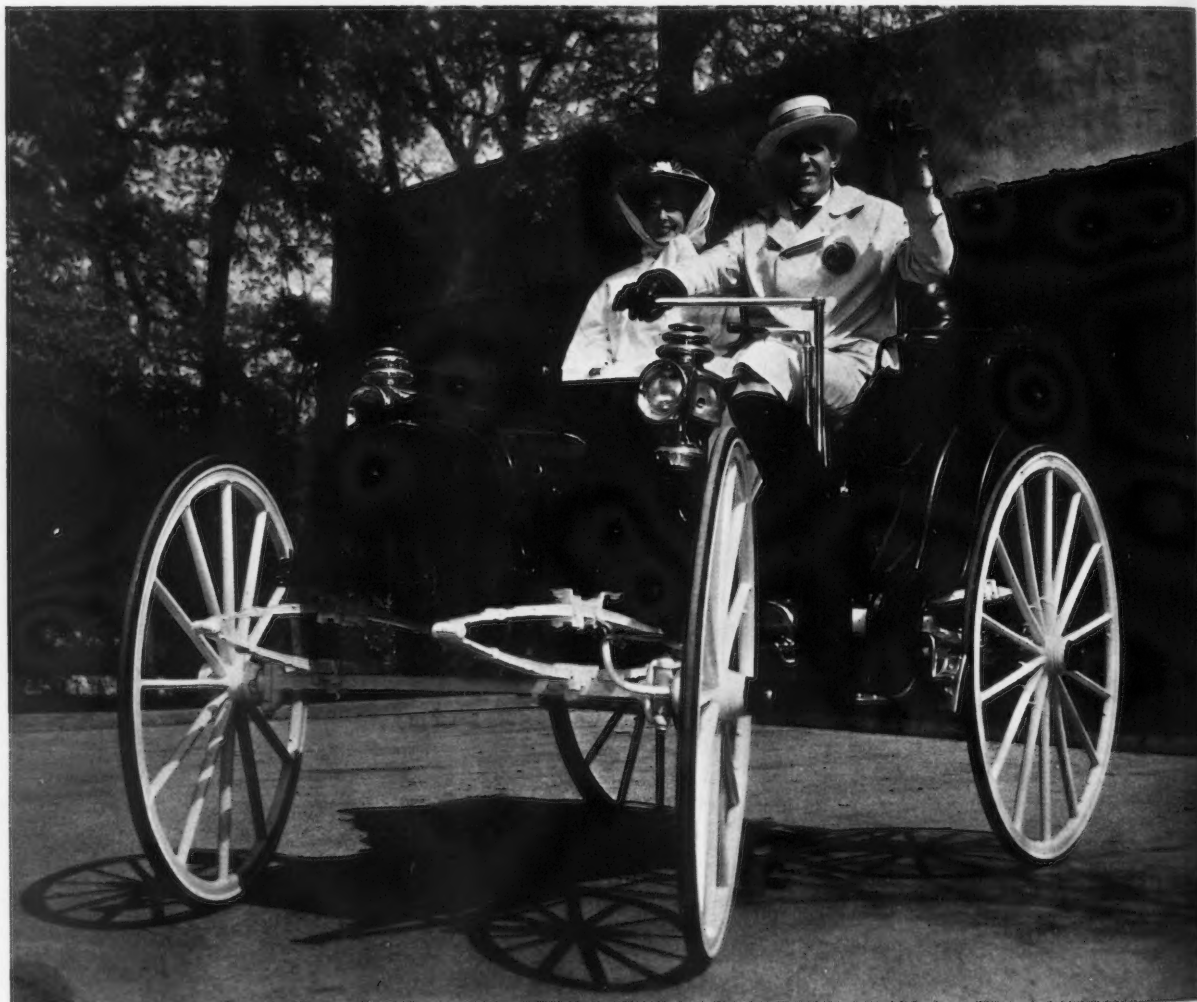
Enclosed please find letters, pictures, and etc. which you may use any or all for your information but please return everything when you are finished.

Hope this will be helpful and I got a real bang out of

seeing another Columbus Auto Buggy.\* I have tried ever since I purchased mine to find someone that had one so we could correspond in case we needed information.

—D. Stephens  
San Antonio, Texas

\*The correct name as printed on and in the 1908 Catalog is "FIRESTONE MOTOR BUGGY." — W.E.M.



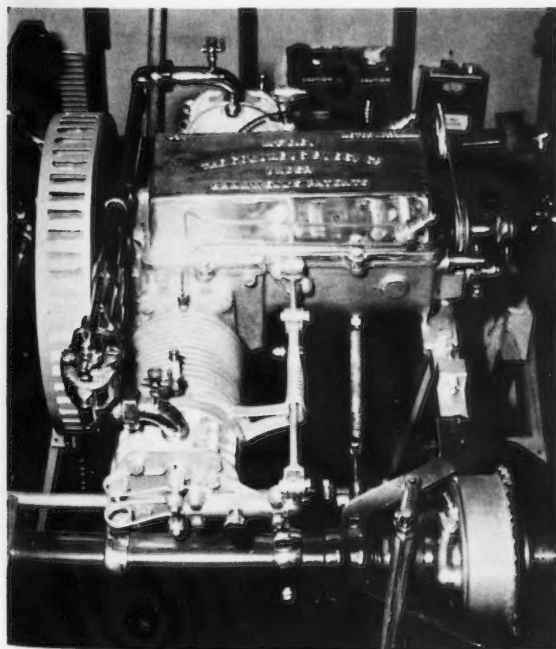
D. Stephens and Mrs. Turnbull in the Firestone Motor Buggy. Note the buggy type brake shoe which was pressed against the tire.

Highwheel motor buggies were produced some years after the conventional automobile had evolved, in an attempt to persuade Doctors and farmers to give up their horse drawn buggies. The Good Roads movement robbed the highwheelers of their appeal.

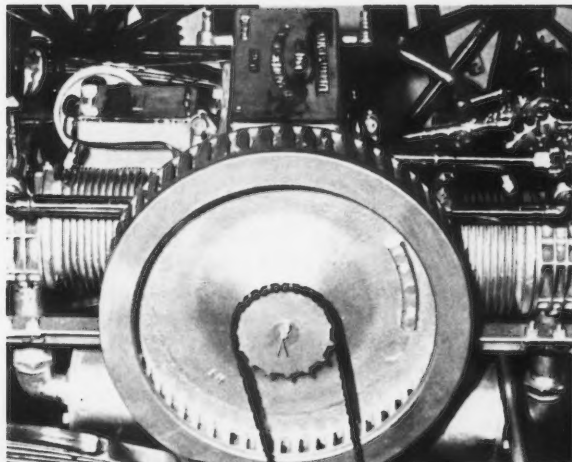
Dale Stephens of San Antonio, Texas found this car in New Iberia, Louisiana in 1955. Everything was original and complete, requiring a minimum of restoration. The Car was designed by C. C. Bramwell who, earlier, manufactured the Bramwell-Robinson car. The hood is a luggage compartment.



Sanding and painting requires much time patience and skill. The original color of the body was Malore Green with black mouldings; the running gear: dark red with black striping. The trimming was in green leather.



The air cooled two cylinder opposed engine. Cast letters on the top of the engine read: "Manufactured by the Columbus Buggy Company, under Bramwell's Patents."



The Firestone engine from the right side. This is an early application of the sirrocco fan in the flywheel. It would appear that those long long intake manifolds got most of the (unwanted) cooling.



Photo from the W. E. Miller Library of Vehicles



Another Firestone Motor Buggy photographed nearly thirty years ago in Los Angeles. This car is now on display in Harrah's Automobile Collection at Sparks, Nevada.



## LETTERS TO THE EDITORS

Dear Everett:

Thanks a million for your new (to me) magazine. I went thru it from cover to cover....then opened it to the page on ladies hats and put it on Grace's desk.... you know how some women are....they only look at the pictures....and as she makes her own hats and a good many for her friends...I over heard her telling one of them about the old styles coming back with curls attached.... It shook her when I pointed out the facts.....

I must compliment you on a beautiful end result... it's a great job well done. In fact here is my check; I love it.

I have sent it along to son who will enjoy it also....

—Joseph F. MacCaughtry  
Chicago, Ill.

Dear Everett:

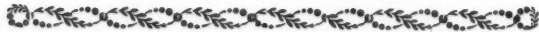
Clarence and I would like to congratulate you on a very fine job you are doing on the H.C.C.A. Gazette.

We were particularly impressed with the page on "Coming Events." It was the most complete we have ever seen and a big help to all of us.

We also want to thank you for your co-operation in printing our articles on European Tours. Without your help, it would be very difficult to reach our members and we appreciate your interest.

Best wishes for continued success.

Clarence & Dorothy Kay



### RECORD PRICE OF \$45,000 PAID AT AUTO AUCTION

The world auction record for a vintage automobile was broken May 27 when a 1913 Mercer Raceabout Model 35-J was sold by Parke-Bernet Galleries to Harry Resnick for \$45,000. Mr. Resnick, an Ellenville, New York, businessman, purchased the black and yellow open car with bucket seats and a monocle windshield at an auction of 66 cars dating from 1901 to 1966. The sale total was \$297,300. The Mercer was put up for sale by Harry B. Johnson of Reno, Nevada.

The previous auction record for a vintage car was \$31,000, paid last November for a 1914 Stanley Steamer Mountain Wagon at Parke-Bernet's sale in Denver, Colorado.

Mr. Resnick was the major buyer at the sale held at the Antique Automobile Museum of Massachusetts, Brookline. He paid \$37,500 for a 1966 prototype Duesenberg 4-door sedan with body by Ghia sold by a Delaware private collector; \$15,500 for a Biddle Victoria Touring car owned by the same collector and \$8000 for a 1924 Amilcar 3-place sports car from the collection of Jack Wiggins of Clifton, New Jersey.

A 1925 Duesenberg 4-passenger touring car brought

\$12,250 from William Harrah, the well-known collector from Reno, Nevada. The earliest cars in the sale, a 1901 Oldsmobile Runabout and a 1906 Studebaker touring car brought \$5,750 and \$6,750 respectively.

The newest car in the sale, a 1967 Jaguar/Piranha with a body by Bertone, a one-off "idea car" commissioned by the London Daily Telegraph Magazine, sold for \$16,000.

## OBITUARIES

**Marion H. Conklin 40**

(May 10, 1968) ..... Wichita, Kansas

**Rogers B. McKee**

(November 10, 1967) ..... Beaver Falls, Pa.

**Ray Paulsen**

(June 22, 1968) ..... Sun City, California

### VOLKSWAGEN'S NORDHOFF, 69; BUILT A GIANT FROM ASHES

WOLFSBURG, Germany — Heinrich Nordhoff, who took over smoking ruins of the Volkswagen plant after World War II and built the company into the world's fourth-largest auto producer, died April 12. He was 69.

Mr. Nordhoff has been hospitalized with a circulatory ailment about three weeks before his death, which was attributed to a heart attack.

Under Mr. Nordhoff's guidance, Volkswagen emerged from the rubble of a bombed-out factory to reach into every corner of the earth in less than two decades.

When he took over VW, it was a plant that nobody wanted, having been turned down by the Russians, the French, British automakers and, according to some reports, even by Ford Motor Co.

Mr. Nordhoff was born Jan. 6, 1899, in Lower Saxony, one of three sons of a small-town banker who moved to Berlin after his bank failed. He served two years as a private in the German Army in World War I, where he suffered leg wounds in action.

After the war, he studied in the Polytechnic Academy in Berlin and in 1925 began his professional career as an aircraft engine engineer with BMW.

Mr. Nordhoff's automotive career began in 1929 when he joined Opel, the German subsidiary of General Motors, as a department head in its service organization. Subsequently, he was named technical consultant to the sales manager.

During the '30s, he made several trips to the U.S. as a General Motors executive to study production methods and sales techniques. In 1936, he was named a director of Opel and in 1939 he moved to Berlin to direct Opel's office there.





## BOOK REVIEWS

### "WORLD CAR CATALOGUE 1968" REFLECTS AUTOMOTIVE ADVANCES ON GLOBAL SCALE

672 Pages (9 x 10 3/4) 1000 illustrations (140 in color), cross indexed, weighs 5 pounds. Available at bookstores nationwide or from Herald Books, P.O. Box 63, Bronxville, N.Y. 10708. \$17.50.

There have been spectacular world-wide advances in automotive technology in recent months. These mechanical and styling changes become abundantly evident in the impressive 1968 edition of the **WORLD CAR CATALOGUE** compiled by the Automobile Club of Italy. This unusual book, depicting some 500 models of 1968 cars from five continents.

All the latest versions of the well-known cars of the U.S. and the rest of the world are presented in the **WORLD CAR CATALOGUE** and -- even more interesting -- the lesser-known such as the American Excalibur and Phoenix, Britain's Fairthorpe, Turkey's Otosan, Red China's Hongki and the YLN from Nationalist China, Israel's Sabra, France's CG Spider 1000, Holland's DAF, and India's Hindustan Ambassador Mark II. Historical note: two electric cars -- one American and one Italian -- are included in this exhaustive volume.

A full page in the **WORLD CAR CATALOGUE** is devoted to each 1968 car, prominent or obscure, with two photographs of each (full view and detail of especially interesting innovation in design or mechanics). Complete specifications and performance and maintenance data are also given including engine, carburation, electrical and cooling systems, transmission, chassis, steering, brakes, body, seating, weight and dimensions (including turning circle and ground clearance), maximum speeds in all gears, acceleration, power-weight ratio, axle load, fuel consumption, recommended oil weights and octane rating, fuel tank capacity, tire size and pressures, and variations and optional accessories.

The remarkable facilities and resources of the Automobile Club of Italy have alone made it possible to procure and organize such a massive fund of accurate data on 500 of the latest models from Europe, Asia, Australia and North and South America. Interesting extremes come to light such as the longest and shortest cars in the world (Mercedes Benz 600 Pullman Limousine at 245.67 inches vs. the Glas Goggomobil at 114.14 inches); the cars with the highest and lowest top speeds (Lamborghini P400 Mirura at 186.4 mph vs. the Glas Goggomobil T250 at 44.7 mph) and the heaviest and lightest (Mercedes Benz (600 Pullman Limousine at 5,820 lbs vs. Mazada 360 De Luxe Coupe at 871lbs--

and that's De Luxe!) If you are econommy-minded, perhaps something like Japan's Subaru for about \$650 would appeal. On the other hand, if business has been good lately, why not a Bentley two-door hardtop for \$29,000 (reduced from \$31,600 following devaluation of the pound) or, if you prefer, a Ferrari GT2-2 for about \$18,000 with a full tank of gas.

One section of special interest in the **WORLD CAR CATALOGUE** is devoted to prototypes tried out during the racing season and having had the greatest influence on mechanical changes in 1968 production models. Such advanced-design prototypes include the Alpine Renault Gordini, Porsche 910, Chaparral 2F, Fiat Abarth 2000, Lola Aston-Martin, Alfa Romeo 233, Ford MK.4 and Ferrari 330 P4. In addition, there are 20 pages in full color on superb examples of the coachbuilder's art -- Pininfarina, Zagato and Ghia, to mention a few. Another unique appendix is a directory of hard-to-find data on automobile manufacturers scattered over five continents. Address, key personnel, organization, **HISTORY** and current activities are all given.

With so much information packed into 672 pages special attention has been given to organization of the material. Basically, the book is alphabetical according to make of car for easy reference. In addition, four helpful indexes are included according to popular name of car, country of origin, maximum speed and -- for those who want to "window-shop" the world -- prices at factory and in U.S.A.



## GASKETS

FOR ALL ENGINES



Custom-made copper and asbestos cylinder head, manifold and exhaust gaskets for all makes and models of antique, foreign, racing, marine, Diesel and industrial equipment. Will need old gasket or pattern for sample.

ALSO

We have available an assortment of new stock head and manifold gaskets for cars 1916 to 1948. State your needs; give make, model, year of car, etc.

### HEAD GASKET COMPANY

C/O Fred Stelling  
San Francisco, California

465 Bryant Street  
PHONE EXbrook 7-3111

## Leather Problems?

Having difficulty securing the color or grain you need on your antique or classic car? Why not let us help you out. You will find us patient and sympathetic. All leather is custom made to your need which will insure you of fresh, mellow hides. Leather covered wire-on molding also, to match our hides. No imitations, genuine leather only. Drop us a line.

### MIDDLETOWN LEATHER CO.

Box 267, Middletown, N. Y.  
914 - DI 3-1118

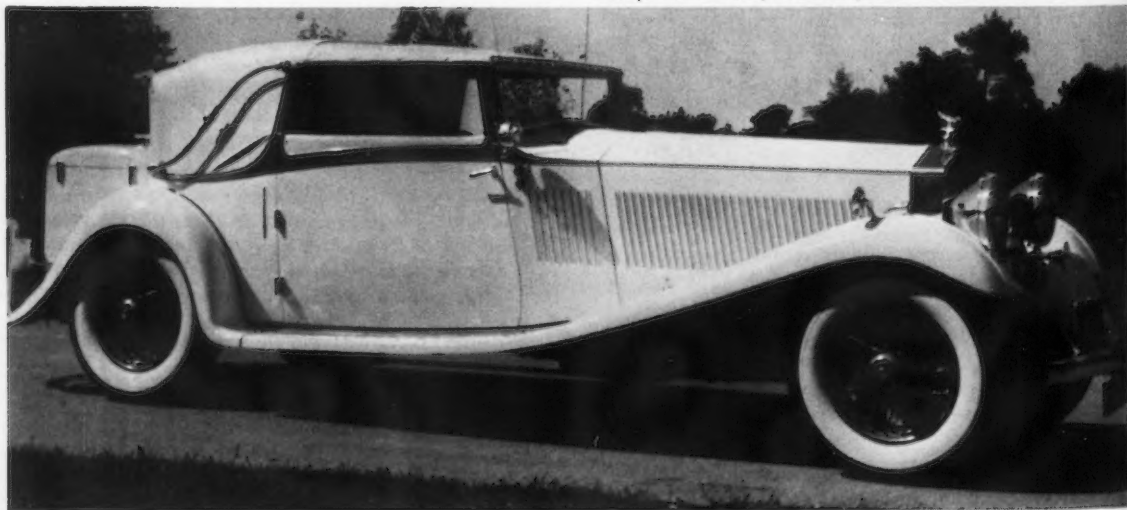
# PRIDE *and* JOY

RECENT RESTORATIONS BY HCCA MEMBERS



1909 Overland speedster restored by Gilbert Johnson of Wichita, Kansas.

1934 Rolls-Royce P-11 Continental with an Owen-Gurney-Nutting Coupe De Ville body. Owned by Jack L. Tallman, Decatur, Ill.

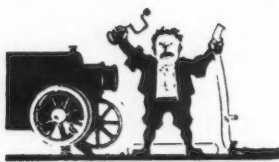




1913 Six Cylinder Studebaker, Bea Guinn and children, of Yorba Linda, Cal.

Nothing serious: Jim Guinn is just repacking the water pump gland with soaped string!



YOUR REPAIR AND RESTORATION SUGGESTIONS  
WILL BE APPRECIATED BY  
*Vaun E. Rodgers*  
407 Lombardy, El Paso, Texas 79922

### "CALIGNUM"

Calignum is a restorative of strength of wood that has been attacked by rot. Rot is the ultimate wood disease that eventually destroys all boats that have not been shipwrecked. Until the development of Calignum there was only one remedy for rot; surgery. The rotten wood was removed, the adjacent wood treated with fungicide, and new wood substituted by carpentry, either in the form of dutchman or graving piece.

Calignum is a plastic which is inserted into wood in liquid form. It permeates the rot and hardens to a substance resembling the plastic handles used on screwdrivers, chisels, etc. It is tremendously tough, hard and resistant to all forms of attack, many times stronger than the original wood. This is the only substance so far known to us which actually restores full strength and resiliency to rotted wood.

Further information on the above can be obtained from H. A. Calahan, Inc., 859 Manoroneck Ave., Mamoroneck, New York, 10543.

This was lifted from "The Sidemount Reporter," Manitoba Classic & Antique Car Club who got it from "Classic Car Bulletin," March, 1968. The credits are sometimes as long as the hints.

### METALSPRAYING

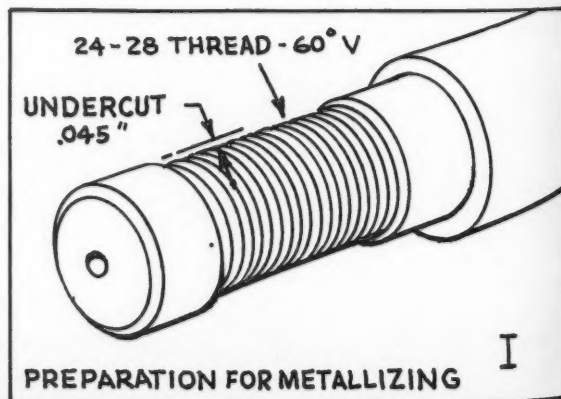
There seems to be more and more uses these days being made of the metal spray method to bring hard-to-get parts back to standard size. Bill Gorton of El Paso is an expert in this field, and I asked him to submit some information on this type of work. It may be the answer to your problems, but it is not cheap.

"Metallizing" is the process of spraying molten metal onto a previously prepared surface. Pure or alloyed metal is melted in a flame and atomized by a blast of compressed air into a fine spray to form a coating. Because of the air blast the object being sprayed does not heat up excessively; therefore, this is the cold process of building up metal with no warpage.

Sprayed metal is generally harder and more porous than the original metal and has excellent bearing surfaces due to oil retention in the pores of the metal.

The sprayed metal has many uses, a few are listed here: Shafts-rocker arm shafts, crankshafts, cam shafts, drive shafts, oil pump, clutch and brake pedal shafts, axles, steering column, steering sector shafts, fan, spindles, tie rod pins, spring shackle pins, and others with bushing and bearing fits. Corrosion resistance may be obtained by shot blasting and spraying with zinc or aluminum; mufflers and manifolds then have that new look permanently.

Since sprayed metal is only a mechanical bond around the shaft many combinations can be obtained. The metal we use most is "Met-Coloy" #2 made by the Metco people. It is an alloy type stainless, that is, not a pure stainless. It finishes with a very hard surface, and can be put on steel or brass, ideal for packing gland surfaces and bushing areas. To finish, machine with a sharp carbide tool or grind with tool post grinder and polish with fine emery cloth. As mentioned earlier, the choice of metals is varied from Aluminum, babbitt, brass, copper, monel, nickel, stainless, steel, tin & zinc - all in the form of wire, 1/8 or 3/16 inch in diameter.



# Current Restorations

LISTINGS FOR THIS DEPARTMENT SHOULD BE SENT TO:

Cecil Frye  
140 N. Bridge Street  
San Gabriel, Cal. 91775

SEND DETAILS OF EACH CAR ON A SEPARATE POST CARD IN THE SAME FORM USED ON THIS PAGE. SUBMIT NO OFTENER THAN EVERY OTHER ISSUE. BE SURE TO INCLUDE YOUR CURRENT HCCA MEMBERSHIP CARD NUMBER. LIMIT NEEDS TO 20 WORDS.

## DEADLINES

December	First for the	JAN-FEB	issue
February	First for the	MAR-APR	issue
April	First for the	MAY-JUNE	issue
June	First for the	JULY-AUG	issue
August	First for the	SEPT-OCT	issue
October	First for the	NOV-DEC	issue

## MAKE YEAR CYLS. MODEL BODY

### AMERICAN UNDERSLUNG 1912 4-Cyl. Mod. 30

Needed: radiator, hubcaps, anything -- anywhere.

R.D. Toney, 1350 Gloria Dr., Hollister, Calif. 95023.

### DETAMBLE 1909 2 Cylinder . . . . . Touring

Needed: Shifting lever, buggy type top, literature. All leads greatly appreciated.

C. Gurnee, Jr., 244 E. Lake Ave., Watsonville, Cal. 95076.

### G.M.C. 1915 ? 1919 Model K-15 Stage-Pick-up

Needed: Four 34x5 tires, oil side lamps, carbide gas generator and headlamps. Any information pinning down year model. Engine number 284, with magneto ignition, marvel carburetor but no electrical equipment.

Gerald J. Denevi, 177 Corey St., Ft. Bragg, Cal. 95437

### HENDERSON 1914 4 Cylinder 55 . . . . . Touring

Needed: Spark throttle quadrant, (similar to Stuz), any and all literature, Radiator, 26" McCue wire wheels and hubs, one-piece windshield, Ward-Leonard electric lamps.

C. Gurnee, Jr., 244 E. Lake Ave., Watsonville, Cal. 95076

### OAKLAND 1920 6 Cyl. 4 Door . . . . . Touring

Needed: Rim for tire size 32 x 4, 24" Rim, Air cleaner, bumpers suitable for 1920 car, dog bone radiator cap.

C. Henry Stratmeyer, Jr., 19 Daniel Road, St. Louis County, Missouri 63120 WO 2-1919

## SURFACE PREPARATION

First and most important is cleanliness. Wash all grease and oil holes out with solvent, then heat oil and grease holes with a torch until all oil is gone. Second, in a lathe undercut just below wear surface and thread with regular threading tool (60 degrees) with 24 to 28 thread. Be sure hands do not touch clean surface, wrap with brown paper and keep dry until ready to spray. Shaft should look as follows (see I) -undercut approximately .045" at least. Buildup can be as thick as 1/4 inch on a side depending on shaft diameter. A bonding coat material is sprayed on first to help the adhesion of the base metal to the new metal surface."

Metal spraying is also being used to make moulds and

## MAKE YEAR CYLS. MODEL BODY

### PACKARD 1912 4 Cylinder "30" . . 7 Passenger

Needed: Horn, triple twist, triangular mount with tube passing through said mount.

Phil Hill, 266 N. 20th St., Santa Monica, Cal. 90402

### REO 1924 6 Cylinder Model-T . . . . . Sedan

Needed: Muffler and transmission.

F.M. Hamilton, 1009 Carleton St., Fairmont, W. Va. 26554

### ROLLS-ROYCE 1913 Silver Ghost 6 Cyl. . . Chassis

Needed: Complete body, any style, 36 inch wide 137 1/2 inch wheelbase.

Dr. S. Scher, Box 3, Portchester, N.Y.

### STAR 1924-1925 4 Cylinder Model-F . . . Touring

Needed: Top bows and sockets, horn button.

Everett Faulkner, 12524 S. Bellder Dr., Downey, Cal. 90242

### STEVENS-DURYEA 1910 4 Cylinder . . . . Model X

Needed: Crankshaft and any spare parts.

Warwick, Eastwood, 3565 Newhaven Road, Pasadena, Calif. 91107.

### WILLYS-KNIGHT 1922 4 Cyl. Mod. 20A . . Touring

Needed: Ign. switch, speedometer, hub caps, parts manual, owners manual, gaskets.

Joe Goldstein, 433 No. Doheny Dr., Beverly Hills, Calif. 90210. (213) CR 4-9189.

paint masks. If there is any interest we might work up something on it at a later date.

## TACK HOLES

Harry Bean keeps a supply of round tooth picks on hand to glue into tack holes when rebuilding wood seats.

## SOMETHING TO REMEMBER

"Keep your eye on the people alongside of the road for they may start to cross without warning," Dykes Automobile Encyclopedia, 1914.

# MEMORY MUSEUM



A typical scene of an early day endurance run to confirm a car's durability. This one is heralding a 5000 mile trip in a Rambler. Note the "spoon" support for the horn bulb behind the driver's elbow for rapid action. Photo submitted by Rodger Abbott of Pasadena, Cal.

Advertising the King 8 in San Francisco with a simulated locomotive mounted on a Stanley Steamer chassis. Photo submitted by Rodger Abbott of Pasadena, Cal.

**SALE of SUPERBUILT and USED CARS**  
**BIG REDUCTIONS - TREMENDOUS SAVINGS**  
**ANCE OF STOCK TO BE SACRIFICED**





Proving the rugged construction of the Locomobile the hard way. It is supposed that this scene is near the old factory. John D. Hill of Rosedale, Wisconsin, obtained this photo negative in Bridgeport, Connecticut.

A Steam Locomobile on test at the factory in Bridgeport. Submitted by John D. Hill, Rosedale, Wisconsin.



# Classified Advertising

## GENERAL REQUIREMENTS

- (1) Members: one ad of about 50 words free each issue. Photo, \$1.00.
- (2) Nonmembers: \$6.00 for a 50-word ad. Photo, \$4.00 extra.
- (3) Payment must accompany all ads.
- (4) Ads should be submitted on an ordinary postcard; print clearly or typewrite in the form of ads you see below.
- (5) Write your membership card number at the top of the postcard, and state whether ad is For Sale, Swap or Wanted.
- (6) Ads offering a car for sale must include the price.
- (7) Ads are accepted for one insertion only.
- (8) Photos (1 per ad) should be small black-white glossies.

Horseless Carriage Club of America  
9031 E. Florence Avenue  
Downey, California 90240

## RESTRICTIONS

- (1) The classified advertising section is limited to the exchange of noncommercial items. Persons selling or producing automobilia on a business basis are considered commercial advertisers and must use Display ads or the Service Directory. Write for rates.
- (2) Persons requiring ads longer than the standard 50-word group, or who require special typography or space, must use Display space; write for information on rates.

## NOTICE

While every effort is made to assure accuracy, neither the GAZETTE staff nor the HCCA can be held accountable for misleading or unclear statements in ads. In the event of typographical errors, responsibility to the advertiser cannot extend beyond agreement to publish a corrected insertion.

## FOR SALE

1906 Cadillac, 1 Cyl. Fenders, Manuals: Plymouth six 1933, Willys 77, 1933, Willys Knight 64 & 67, 1923, Ford V8 1932, Olds 6 & 8 1936, Misc. books S.A.E. for list. Leo Gay, 2511 Allanway, Glendale, Calif. 91208.

1-Pair Stutz step plats, 1928-29-30. 7-895x135 clenger tires. 1-1903-04 Year book of country life in America. Men & Women's Antugoe clothing. Leo Swan, 12792 Brittany Woods Dr., Santa Ana Calif. Phone: 714-544-3940.

1926 Nash Special 6, 15,000 original miles. Ready to sit touring body on or I have all sedan parts. Nash fans, this is an excellent car to restore. I don't have room for it, would rather sell all but will part out. \$300 cash or auto literature part trade. John Peddicord, 150 D St., Tustin Calif. 92680. SAE please or call 714-544-7115.

1919 Stanley Steamer 60 tooth ring gear with spider gears and one axle. \$50.00. Model "A" Ford dial tire gauge \$5.00. Willys six Model 98A Manual \$4.00. Steam Whistle and gauge \$15.00 each. One K45 Buick rear axle - \$15.00. J. Ben Luehrs. P.O. Box 25, Grangeville, Idaho 83530.

1955 T-Bird. Good shape - need room for antiques - better sell quick before the kids convince me that I should keep it. \$1400.00. Floyd E. "Bill" Colley, 394 W. North St., Ionia, Michigan 48846. Phone: 616-527-2792.

1 overhead Miller-Crager Head, complete for A-B, I-B Block, B-Crankshaft, Rods, Pistons, Hi Speed Cam & Steel Gear, Bendix-Mag., Sidedrive Water Pump, Rasing A-Transmission, Blank Alum-casting to make into overhead - cam shaft set up, big oil pump, oil pan, 3-16" Buffalo wire wheels, 2 hubs, 2 caps, 1-15" Dayton No hub, \$550 for all. Karl Jernes, 1334 N.E. Saratoga St., Portland, Ore. 97211.

1928 Model A Ford, Early "AR" Model left hand brake, 2 door sedan. Very good restorable condition. \$500. Phone (213) 790-7657 or write 3040 El Caminito, La Crescenta, Calif. 91214.

1936 Packard 12-Club sedan with division window on 144 inch wheelbase, Model 1408 in good original condition except repainted. \$2500.00. Also a 1940 Packard 120 4-door DeLux sedan in good original condition. \$500.00. John Danicourt, 412 So. 3rd St. Breckenridge, Minn. 56520. Phone: (218) 643-4936.

Trico-Electro-Vac - Brand new. HEV-105. Easily installed on any car with a vacuum wiper. Makes that sluggish wiper go like new. \$25.00 P.P. Howard Carr, 47 Brown St., Yardley, Pa. 19067.

Owners Manuals: 1929 Chrysler 77, 1927 Chrysler 70, 72, 1928-29 Chevy AB, AC, 1929 "A" Ford, 1941 Ford, Chevy, Olds. Shop Manuals: 1936-39 Olds, 1937-38 Pontiac. Motors Manuals: 1935-58 Model "T" "Ford Service" Manual: 1939 Buick sales folder. Many other repair books. Sam Sherman, 88-08 - 32nd Avenue, E. Elmhurst, N.Y. 11369.

1911 "T" engine shortblock \$250 or trade for "T" speed equipment. 1915 "T" engine shortblock \$85.00. 1914 "T" touring incomplete \$300.00. Bob Dunn, 19465 Homestead Rd., Cupertino, Calif. Phone (415) 245-1134.

1919 White ¾ ton truck, \$1000.00. Running condition. 1924 Morelan two ton stake bed truck. Usable. 1913 Cadillac pick-up - a good runner \$2500.00. Art Avstria, 200 Mildred Ave., Venice. EX 6724.

1912 Cadillac Touring, restored. Motor (running), gas tank, windshield, headlights, new authentic tires. Body needs restoring. \$3,000.00. Mrs. Frank Fellers, 7820 Anthony St., Sebastopol, Calif. 95472.

1905 Maxwell Runabout, 2 cylinder - 8 horse power. Lots of brass. Headlights, sidelights, radiator, hub caps, and carbide generator. Original parts book. No tires. Good condition - not restored. \$4,000.00. Jess Jackson, 608 Mississippi, Coleman, Texas 76834. Phone (915) 625-5746.



## FOR SALE

1931 CADILLAC Imperial-7 Sedan-limousine. Low original mileage. Sidemounts, wire wheels, trunk, grill, tie-bar emblem, roof-ventillator. Fancy chrome, design under hood. Huge, quiet, fast, outperformed my V-16! Stored 15 years, needs usual restoration. Complete including choice of original 18" or special easy-to-get 20" tires. \$2500. Located Ben Harbor area, Maine. SSAE 9 Brimmer St., Boston, Mass. 02108.

Rolls Royce 1935 Phantom 4-door 7-passenger. Pull-down seats. Sliding window divider. Glass top folding table in rear doors. Front seats leather. Overhead netting for packages. Original paint, upholstery. Custom made for England's cigarette king. \$7500. Robert Harpenau, Carrousel Inn Executive Office, 8001 Reading Road, Cincinnati, Ohio 45237.

CADILLAC "Presents The Most Inspiring Motor Cars The World Has Ever Seen." Extravagant 1956 Sales Catalog with full page color illustrations of all models. Double Page Illus. of the El Dorado Biarritz. In Original Envelope. 15x13". 24 pgs. Fine! \$9.75. CADILLAC 1958 "Motordom's Masterpiece." Exceptionally Elaborate 20 pg. catalog of all Models. Full colors. 15C13" Fine! \$6.50. PACKARD Super Clipper & Custom Super! Full color illustrations. Specifications & Descriptions. As new, in original envelopes. 16 pages 9x11 1/2". 1946. \$6.50. PACKARD The No. 1 Glamour Car of America. The 1946 Packard Clipper. Interior & Exterior Color Illustrations, Specifications, Description, Etc. 16 pgs. 9 1/2 x 11". 1946. \$6.50. PACKARD "The Golden Anniversary Packard Custom." Magnificent 16x12 1/2" color illustrated catalog of all models. Original envelope. 1949. \$9.50. CADILLAC "Symbol of Supremacy." 30x24" broadside, folding to 8x10" with 12 color illustrations of all models. 1948. \$4.50. OLDSMOBILE "Colorful 1948 Dynamic Series." 16 page color catalog of Models 60 and 70, descriptions & specifications. \$6.00. OLDSMOBILE "Into A New Golden Era - Futuristic Oldsmobile." 16 page color catalog, descriptions, specifications. 1948. Series 98. \$7.50. CONTINENTAL MARK III & 1958 LINCOLN - "Classic Elegance in Motorcars." Superb Color Plates. 12 p. 10x15". \$7.50. CHRYSLER ROYAL AND IMPERIAL. Full color catalog of interiors & exteriors, Specifications, Etc. 36 pgs. 1938. \$20.00. DITTO for 1937. "Chrysler Tops 'Em All." \$20.00. THE 1941 FORD! Full color Broadside Illustrating and Describing A Big New Car! 17x22". \$4.00. BUICK SERVICE MANUALS 1934. \$15.00; 1938, 1939. Each \$10.00. CADILLAC-LASALLE SERVICE MANUALS; 1937, 1939, 1940. Each \$20.00; CADILLAC 1941, 1942. Each \$20.00; CADILLAC OWNER'S MANUAL 1953. \$6.50; CADILLAC DATA BOOK 1951, 1955, Each \$7.50. CHEVROLET SHOP MANUALS 1935, 1937. Each \$20.00. CHEVROLET OWNERS MANUALS 1941, 1942 Each \$6.50; 1952 \$5.00. CHEVROLET SERVICE MANUALS (TRUCKS) 1947 \$10.00; 1948-51 \$10.00; 1954, 1955 Each \$7.50; CHRYSLER-IMPERIAL SERVICE MANUALS 1955, 1956. Each \$10.00; CHRYSLER MAINTENANCE MANUALS 1934, 1935. Each \$20.00. CHRYSLER SERVICE MANUALS 1950, 1953, 1954. Each \$10.00. CHRYSLER OWNER'S MANUAL 1941 \$6.50. DODGE SERVICE MANUALS 1934, 1935, 1936, 1937. Each \$12.50. 1949, 1950, 1951, 1952, 1954, 1956. Each \$10.00. DODGE OWNERS MANUALS 1932, 1935, 1939, 1940, 1941. Each \$7.50. DODGE TRUCK MAINTENANCE MANUAL 1935. \$10.00. DE SOTO SERVICE MANUAL 1941. \$12.50. DESOTO OWNERS MANUAL 1939. \$6.50. DESOTO MAINTENANCE MANUAL 1934 \$15.00. HUDSON MAINTENANCE MANUALS 1941, 1942. Each \$17.50. OWNERS MANUAL 1949 \$7.50. NEVADA LICENSE PLATES 1933, 1934, 1936. Sets in original envelopes. Each Set \$2.50. Grahame Hardy, Box 622, Carson City, Nevada 89701.

1927 International Harvester Flat-bed Truck. 1 1/2 ton, open cab, dual rear tires meticulously restored, excellent condition. Estate settlement. Must sell. \$1350.00 or offer. Mrs. Guy C. Wilson, 206 St. Catherine Dr., Redlands, Calif. 92373. Phone (714) 793-5662.

1925 Ford Model T Coupe, new tires. Lots of extra parts. Excellent condition. Best offer over \$950.00. Glenn Stevenson, 5344 - 31 Ave., So., Minneapolis, Minnesota. 55417.

1929 Mod A Coupe in good running condition. Rumble seat, sound body and new rubber \$450. 1930 Mod A 2 door sedan. Body excellent and new rubber. Needs top, upholstery, paint, and two windows. A real fine car for restoring \$250. Also misc. Mod A parts. Ray Roberts, 243 S. Nebraska, Casper, Wyoming 234-4809.

1927 Buick sedan. Real sharp. Good condition. Asking \$1,140.00 cash. Contact W.C. Lanier, 801 Knotts St., Bakersfield, Calif. Call evenings (805) 324-1172 or Week-days 8 to 5 P.M. (805) 327-4838. Will send pictures for \$0c each.

1915 Overland Touring - excellent mechanical condition, new Gehrig tires. Paint, upholstery top good. Best offer over \$2500. Mrs. Stephen O. Barden, 1796 Martello St., Pomona, Calif. 91767. Phone (714) 624-8922.

Press release reprint master photos of factory publicity prints of cars when new. Send 25c for list. Jim Moloney, 430 N. Turnpike Rd., Santa Barbara, Calif.

1930 Ford Town Sedan - All original including engine, radiator stone guard, motor meter and cap, tire lock. Now installed - new "C" Engine, tires, safety glass, brakes, steering etc. \$850.00. Harry V. McCann, Rd. 2, Box 60, Latrobe, Pa. 15650.

Four 19" wood spoke wheels, Demountable split rims. No hubs. Rims straight side. Herbert Royston, 345 No. Rockingham Ave. Los Angeles, Calif. 90049. Don't call. If interested write for appointment.

\$2800 cash. 1915 Ford Model "T". 3 door touring. Excellent condition, motor recently overhauled. Color black, Warford transmission, Rocky Mountain brakes, melody exhaust horn. Tires 30x3 front, 30x3 1/2 rear. Don't bring trailer, bring money and drive away. Peter Franchi, 1661 10th Avenue, Sacramento, California. Phone (916) 443-4375.

1953 Nash Healy, new paint, chrome, upholstery. Good engine. \$850. 1930 Packard 8 twin sidemount Sedan with trunk, restored. Denman WW tires, unusual 3-color paint. \$1850. R. Knight, 1141 Villa View Dr., Pacific Palisades, Calif. Phone- GL4-8473.

Out of space, must sell. 1949 Packard 120, 4 door, 32,000 miles, A-1 condition, \$650.00. 1956 Chevrolet, V-8, good condition, \$500.00. 1934 Willys, 4 cylinder, 4 door, solid, needs restoring, \$250.00. Have junked 1950 2 door Packard, numerous chassis and body parts, cheap. Benjamin S. Addor, 6773 Glasgow Ave., San Bernardino, Calif. 92404.



### FOR SALE

1907 One Cyl. Reo, 4 pass. red body, black fenders. New brakes, all brass complete, drove 21 years - \$3500. \$1000 down payment, rest in 1969, 1% int. per. yr. Eldon Neibling, 542 Cecil Rd., Topeka Kansas.

Model 17 Chalmers 1912/13. Excellent unrestored condition. Loaded with brass in excellent condition. Car is complete including generator, tool boxes, blanket rail, air compressor, tank, and lines to engine for air starting. Car runs excellent. Still has original exhaust system. Asking \$5000. Richard Schmidt, 4418 Majestic Oaks, New Orleans, Louisiana 70126. Phone: 501-242-7574.



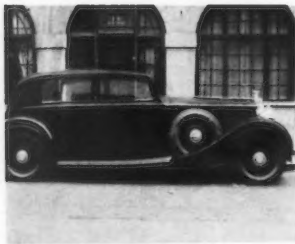
1941 Cadillac Model 62 4 door sedan. Runs good. Original radio, heater, fog lights, needs paint. 1968 plates. Drive away for \$375.00. Everett Faulkner, 12524 S. Bellder Dr., Downey Calif. 90242. Phone: TO 2-7930.

1926, 6 volt, Dodge Brothers Pick-up. Restored, new tires, paint, upholstery, engine rebuilt. Excellent for light "work" or play. Apple green and black with redwood bed. Good business advertisement. Asking \$1,850/reasonable offer. Will trade for good pre-1920 Dodge Touring. Harley Pulliam, 2309 Vicki Dr., 95350. Phone: 209-529-1901.



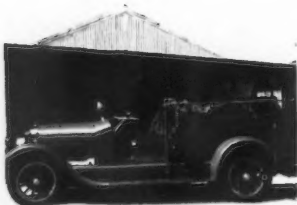
1931 Ford-A Tudor Sedan - 2 door (see picture), exceptionally good engine and chassis. Almost everything original, no rust, \$900. 1931 Ford-A Town Sedan - 4 door in very good condition. Nice original upholstery \$1200. Also spare parts (for example doors). Write to Tor Torkelsen, Bergsagelvie 16, Hillevag, Stavanger, Norway.

1937 Packard Twelve . . . . . Dietrich, Victoria, 2 - 4, Convertible First Prize Winner, National Competition, Classic Car Club of America. Restored by Professionals . . . Cloisonne Hub Caps, Cormorant Radiator Cap, White Top, Deep Maroon Body, a Collectors Piece. Contact J.J. Vincent, Doten Farm, Plymouth, Mass. 02360.



1937 Rolls Royce Phantom III in excellent condition throughout, but not concours. Has built-in suitcases. (as new) original including tools and mascot. Body by H.J. Mulliner. \$5400.00 asking price. Spare wheel cover not shown. Russell Westerby, 3 Watson Cres, Brampton, Ontario, Canada or Phone 416-459-6098.

1909 American-LaFrance fire truck, chain drive. Excellent original condition, including ladder. In active service until 1955. Only parades since. Asking \$1200.00 - Consider more or less. Everett A. Palmer, 928 Sixth Street, Port Arthur, Texas 77640.



1924 Lincoln Fire Truck only about 5000 actual miles, has Speedster body (note Cowl and Fat Man Steering wheel) like new non Skid tires, complete and runs perfect, no rust or deterioration anywhere, will sell to best offer over \$1200.00 C. E. Burke, Drawer AO, Apopka, Fla. 32703.

1917 Premier 7 pass, large, rare, touring 55-65 mph, alum engine, push button magnetic, optional manual transmission, prize winner, 35 coats lacquer, green with beige under-carriage, leather seats, will consider trades, sell \$5500, owner in Spain. Car in Houston. Genuine interested party write air mail. M.C. Berry, Manual Girona 19, Barcelona, Spain.



## FOR SALE



1910 Model 10 Buick Touring (Surrey type). Body - Red + Hood & Fenders - Black + Under carriage & wheels - ivory. Fully restored. New leather. New rubber. All original including all brass. Made Reno tours and national tours. Extra transmission and cylinder. Good, fast, trouble free car. \$5,000.00 firm. Jess Blaker, Turlock, Calif. Phone: Days Area Code 209-634-4931. Evenings 634-7019.



1915 Buick, 6 cylinder, 7 passenger touring. Factory No. indicates manufactured 1914. Rare car - No other model like it in the U.S. Professionally restored. Everything is new, restoration completed 1968. Motor all overhauled. Travels at 65 mph with no strain. Authentic in all respects. Over \$7,000.00 in costs. Sell \$6,500.00. Milt Harper, 1182 Market St., San Francisco, Calif. 94102. Phone (415) 861-7771, days, evens. 342-1500.



1911 Hupmobile \$3750.00 or offer. Model 'T' Tractor, collectors item, \$1500.00 or offer. 2 Model 'A's, Restorer's Dream, \$250.00 for both. N.J. Palmer, 10392 Randall, Orange, Calif. 92667.



1932 La Salle V-8-4 door Classic Sedan with 4 new tires. Car all original, runs perfect, good paint, upholstery, new chrome, can be driven anyplace, very reliable car. \$2500.00. Also 1940 Packard 4 door Sedan 6 cyl. parts car. 1949 Packard 8 cyl. 4 door. 1938 Packard 6 cyl. 4 door in daily use, and 1928 Durant, 4 cyl. 2 door Sedan. S.S.A.E. Henry Woyak, RTE 4, Box 316, Appleton, Wisconsin 54911.



1909 Reo, 1 cylinder runabout; seen on many Western Regional, National and Reno Tours since restoration in 1961. Runs good. All complete and authentic with top and rear folding seat. Price \$4200. Noel Petter Jr., 225 W. 38th St., Los Angeles, Calif. 90037. Phone: (213) 235-1188, afternoons Monday through Friday.



Rolls Royce, 1937 P-III, No. 3BT9, Kellner 7 passenger limo, division window, trunk with two large suitcases, \$3000. Two pics \$1.00. T.W. Elder, RR No. 1, Box 376, Lockport, Ill. 60441. Phone (815) 838-5208.

Have all the Horseless Carriage Gazettes from the summer of 1953 to date, except the November/December issue of 1961. What is your offer for these 80 some Horseless Gazettes in new condition? A world of information. Vernon W. Hicks, 640 Willamette St., Eugene, Oregon 97401.

Rolls Royce Phantom One, 1929. Passenger Coupe limousine by Windovers of Hendon. 7 Seater Folding Top Over Rear Seat. Blue Grey Body. Black Mudguards. All Original. Right Hand Drive. Drive Anywhere. Can be seen in New York area. A Van Brunt, 711 Third Ave., N.Y. 10017 (212) MU 7-0770.

Restored 15 T Ford Jumbo 2 speed, Rocky Mt. brakes, every piece original - \$1500 or trade for Late model car. 1928 Packard Sedan converted to pick-up. Front tires same that came on car when new. \$600. Extra body \$50. 1913 T Ford Touring with 27 wire wheels and tires. Rear half of body missing. New fenders and skirts. Take it all \$600. Barney Wilkerson, Box 128, Riverside, California. Phone: OV 6-0196.

Esiemann Magneto, switch and original key, 1915 Dodge. \$25.00. Model 81 Overland rear housing only, \$20.00. Model 69 Overland steering column, \$25.00. Wanted rear end assy. for 1918 Hupmobile. W. Wemer, 10184 Ramona Dr., Spring Valley, Calif. 92077.

1917 Cadillac 7 Passenger Touring Model 55, 14,000 original miles, \$2500.00 - 1931 Chrysler Custom Imperial 7 Passenger Limousine Model CG, \$3000.00 - 1933 Chrysler Royal Sport Coupe Model CP, \$1000.00 - Milton A. Strasburg, 913 N.W. 51st Street, Seattle, Washington 98107.

1949 Delahaye 175 S. One of the most distinctive luxury cars in America. A 19 ft., 115 mph sports roadster for two. \$19,000 new; 13,600 miles. Affordable by a discriminating few. Available at \$10,750. Send \$1.00 and SAE for photo and details. Veteran Car Museum, 2030 So. Cherokee St., Denver, Colorado 80223. Phone: 303-733-4937.

1932 Packard 8 Sedan. Side mounts and trunk rack. No rust or wood damage, a good solid car, always garaged. Drive anywhere, it's an eye catcher. \$3,000.00. Will deliver anywhere in North America for 10c a mile and plane ticket home. Otis Garrett, 4409 Classen Blvd., Okla. City, Okla. 73118. Phone: 524-3371.

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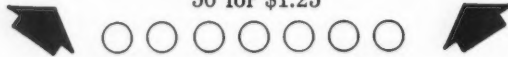


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Brand new, Wells-Cargo Trailer. Holds car up to large limousine. Adjustable car-holding device. One short trip and decided I'd rather drive 'em. 20% off invoice for quick sale. Cute little 1938 MG-TA, RHD. Engine overhauled, body needs work. \$1,250.00. Need room. Bill Dawn, 104 Mayflower Road, Knoxville, Tenn. 37920.

Four Rudge-Whitworth 18" center lock wire wheels on chassis, \$150. Two 19" Buffalo center lock wire wheels with front hubs and caps (Ruxton?), \$75. 1917? Reo speed wagon chassis with 25" wheels, \$50. 1917 Hudson and Cadillac parts. Early Dodge parts. 1941 Cadillac conv., \$475. John Bakich, 1097 W. Westfield Ave., Porterville, Calif. 93257.

1915 T Touring. Restored very original. New tires, upholstery etc. Must see to appreciate. \$2,500 or deal on 28-29 Model A closed cab pick up or panel truck - sedan delivery. Red Spence, 742 Ambrose, Salinas, Calif. 93901. Phone: 408-422-1418.

1921 Packard 5-passenger touring, original, no damage, aluminum body, new tires, drive it home, \$3950. J. W. Carroll, 8620 Elmira, Detroit, Mich. 48204. Phone: TEXas 4-0335.

1930 Model A Ford Coupe, rumble seat, very nice. \$650. 1940 Stude Comm. 6 Coupe, O'Drive, good. \$300. 1955 Stude Comm. V-8, Sport Coupe, A.T. Very nice. Drive anywhere. \$300. 1955 Stude Comm. V-8, 4 Drive Sedan, A.T. Runs good. Drive anywhere. \$200. Irvin Blonder, 1119 W. Orange Grove, Burbank, Calif. 91502. Phone: 848-3860.

1916 Crane-Simplex 4 place phaeton, by Larkins. Low mileage. Outstanding original condition except for top and paint which have been redone. Pigskin upholstery. Powerful high quality 564 cu. in. machine. Complete except for original Eisenman magneto. In excellent condition throughout. \$9,500.00. Phil Hill, 266 - 20th Street, Santa Monica, Calif. 90402. Phone: (213) 395-6974.

Edison diamond needle (thick disc) console and Edison cylinder phonographs, oak, refinished, in excellent condition, choice \$100.00, antique copper ships telegraph with bell, Mfg. by Jos. Mayer & Co. \$195.00, antique barge wheel, solid bronze, wood grips, (one section brass) welded in years ago, measures 39 1/2" tip to tip, cleaned, \$85.00. Joseph Bass, 14420 E. Seventh St., Whittier, Calif. 90602. Phone: OX 3-1220.

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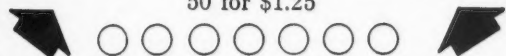
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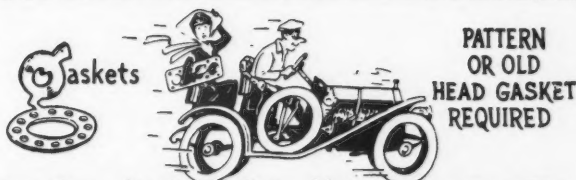
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## FOR SALE

1916 Overland Model 90 Touring. Restored. Black with White top and side-curtains. Five new tires. New naugahyde upholstery. Very successful tour car. Asking \$1750 or best offer. Be ready to show or go! Contact J.R. Cox, 3331 West 11th St., Wichita, Kansas. 67203. Phone (316) WH3-4968.

Stutz parts, all models. Fur driving coats. Tires, new matched sets, others - 17"-27" sizes, \$30 & less. Wire wheels 16"-26", incl. 28x3. Self-generating lamps, others, horns, mags, coils, lenses, distr. caps, clocks, speedos, battery boxes, speedster seats, trucks, Steerable towbar. Buick bodies-23-6, 1911 Model 33. AK Miller, Montclair, N.J.

1929 Dodge Victory Six 4 door Sedan. Excellent condition, 13,900 actual miles. Not a restored car but original. New tires - \$2500.00. Virgil J. Smith, 6718 Fairfield Ave., Boise, Idaho. 83704 Phone (208) 375-5748.

1931 Essex Super Six Four-door side mounts and trunk. Unrestored, \$275.00. 1936 Chevrolet Standard 4-door. Local one owner. Original title. 47,000 miles, \$475.00. Gene Davis, 122 Highland Park St., Excelsior Springs, Mo. 64024.

Stanley Steamer Engine c-1922-3 serial No. 74-3880. 20 hp in sound operating condition, \$300.00. Reverdy Whitlock, 15 Broadway, New Haven, Conn.

1947 Cadillac 4 dr., \$100.00 needs battery. 1955 Packard 2 dr. HT, \$300.00 drive it away. Marty Natrop, 1007 E. Main St., Little Chute Wis. 54140.

Brass "T" Touring complete, aluminum hogshead 1915 engine, new Birch Wood, metal done on body, Warford, Ruckstell, Hasslers, 3½ round fellow wheels, excellent brass radiator, coils, side and tail lights, correct top bows, etc. Plus extra engine and parts to build '23 T roadster. \$1800. firm. Nothing sold separate. Might trade on 1930 Cadillac parts car or parts as partial payment. Harold Jones, 801 West "B" St., Colton, Calif. 92324. Phone: (714) 825-2971.

1907 Model G. runabout two seat Buick. New red paint, new black upholstery and engine newly overhauled. Engine run once since overhaul. Asking \$6,200.00 cash. Write W.C. Lanier, 801 Knotts St., Bakersfield, Calif. 93305 or call evenings 805-324-1172 or Weekdays 8 to 5 P.M. 805-327-4838.

**FOR SALE**

1914 Flint Pie Wagon. \$1000 firm, (only one known). 1915 Stude. Parts Car \$100. 1930 Ford Cpe. Body and frame \$35.00. 9-20" Buffalo wire wheels. \$300.00 or best offer. Front and rear shocks (Holy.) For American Bantam \$20.00. Myle Reed, 1111 E. Pontiac, Fresno, Calif.

1910 Bucke Model No. 16 Toy Torreau Touring car. 90% complete, 50% restored, including brass, body, fenders, and frame finished. Engine is 4½" x 5" OHV, and is 50% finished. Also included are 4 - 34 x 4 new PJA tires. \$4500.00. Douglas Miking, 21544 Redwood No. 42, Castro Valley, Calif. 94546, Phone: 537-3909 (415)

1956 Lincoln Continental Coupe. Overhauled, immaculate, \$4,500. Don Bernard, 10205 San Leandro St., Oakland, Calif. 94603. Phone: 638-4300 or 632-4176.

1925 Chrysler 4 Cyl., Model 52. Touring part restored. Remainder good. Original \$1200 firm. John E. Milchick, 920 So. Adams St., Glendale Calif. 91205.

**WANTED**

Horseless Carriage Gazettes: Vol. 3, No. 1, year 1941. Vol. 7, No. 1, year 1945. Vol. 13, No. 2, year 1951. Vol. 14, No. 4, Year 1952. Will trade other issues for these or buy. State condition and price. Thomas A. Grant, 385 East 15th Ave., Eugene, Oregon 97401.

2 friction chains and rear wheel sheaves and a nameplate to complete a Model K Holsman Buggy (must be usable). Ben Bronk, 17 Military Rd., Watsons Bay, N.S.W., Australia

Chandler literature wanted. Sales brochures, service manuals, service bulletins, service letters for all years 1914 to 1929. Especially years prior to 1922. Also Chandler 100,000 mile radiator emblem. Roger Anderson 7053-27th N.W., Seattle, Washington 98107.

For 1911 AB Maxwell runabout: radiator cap and script, sidelamp brackets, tool box, fenders, 2 cylinder magneto, brass windshield, Maxwell headlamps, Maxwell No. 9 sidelamps and Maxwell No. 4 tail lamp. Merle E. Simonsma, 9600 Calvine Rd., Sacramento, Calif. 95823.

Any part, items, or complete car, 1903-06 2-cyl. Ford, 1906-08 Model K 6-cyl. Ford or 1909 Model T. Ford Times, 1908-11. Cycle and Automobile Trade Journal 1903-09. Automobile Topics 1903-09. Will purchase or trade 1-cyl. Cadillac parts, Model N, R & S Ford parts, 2-cyl. Maxwell crankcase, literature and manuals. Larry Porter, Box 367, Milan, Ohio 44846.

Need windshield frame, fold down type with heavy die cast cowl dash bottom to fit 1932 Chevy 4 pass. convertible or same as 1931-32 Cabriolet Coupe, etc. L. W. Barber, Box 533, Okla. City, Okla.

Need to complete my collection of California License Plates. Tab "Golden Poppy" to attach to 1916 plate for 1917 license. Have extras of California plates; 1916, 26, 27, 29, 33, 38, 39, 41, 42. Strip; 45, 47, 51, 56, 1919 tab for 1916 plate, 52 tab. Will trade, buy, and if you need any of these will trade for other states any year but have Washington, Michigan, Virginia, Oklahoma, and Montana. Some of my trade plates good, some fair, some bad. All fixable. Jack Thompson, Route 3, Box 408, San Jose, California 95121.

**WANTED**

Information, catalogs, manuals, sales brochures, or pamphlets pertaining to antique or classic car headlight lenses. R.F. Williams, 14372 Janice St., Westminster, Calif. 92683.

Miller race car parts, front or rear wheel drive. Need wheels, conn. Rods, frame, etc. Nyle Reed, 1111 E. Pontiac, Fresno, Calif. 93704. Phone (209) 227-7748.

1909 Cadillac transmission and front and rear universal joints. Also would like to buy an engine and other 1909 Cadillac parts. Glen Fogelstrom, 1050 Fifth Ave., Eugene, Oregon 97402.

Need 2 oil lamps. 2 step plates with bar. Water pump, top bows, for 1906 Model N Ford. Bill W. Pope, 11672 Dorada St., Garden Grove, Calif. Phone: 534-6913.

1909 Packard "30" parts. Rear trans-axle, 27" or 28" Firestone wheels or rims, steering column. Have full set of 30 x 3" or full set of 34 x 4" wire wheels to trade for Packard "30" parts. Alex Connell, 6534 Yellowstone Rd., Cheyenne, Wyo. 82001.

A Barnes car. List year, body style, condition, and price in 1st letter. Will return all pictures. DeWayne Rider, 112 Westview Pl., Kalama, Wn. 98625.

Locomobile body complete or rear half for 1915 Series 48 Touring, left hand drive. Need 4 original wheels, five 27" Firestone rims, spacer rings, bead and lock rings. Head lights with built in parking light. (electric 12 volt). Complete top. Blackie Gold, 3180 Rubio Canyon Rd., Altadena, Calif. 91001. Phone (213) 798-7184.

1911-14 Mercer transmission and differential. 1928 or 1929 Hudson Roadster or Touring cars. A pair of brass kerosene Dietz Queen sidelamps and a Ford-Victor No. 2 gas headlamp prof cain - Texas Tech - Lubbock, Texas 79409.

Will buy orphan make threaded full name hub caps any condition, or have extras for trade, Moon, Dort, Cleveland, Rickenbacker, Haynes, Auburn, VeLie, Winton, Jordan, Grant, Paige, Cole 8, Flint, Pierce Arrow, Willys, Dver, Earl, White Anderson, Kissel Kar. Would trade from my collection. Harold M. Gilbert, 15 Jefferson St., Dansville, N.Y. 14437.

Medium to very large size quality open car made before 1915. Would consider 1915 models in Packard, Pierce-Arrow or similar cars. Prefer good unrestored, or would consider older restorations. Please send picture, price and details in first letter. Photos returned. William Scoriah, 4815 Constitution N.E., Albuquerque, New Mexico 87110.

For 1932 Chevy, one piece rear bumper; right hand tail lite and bracket; right hand horn bracket. Gene Davis, 122 Highland Park St., Excelsior Springs, Missouri 64024.

For 1909 Stevens-Duryea; 4 cyl. engine, radiator, steering assembly, body patterns. Jack H. Stevens, 8460 Island Drive So., Seattle, Washington 98118.

For 1924 R & V Knight - drum type headlight with monogram lens - R & V shield engraved in center of lens - 9½" diameter - anything pertaining to R & V Knight. Would like to buy entire car, restored or original. Any body style. F.M. Hamilton, 1009 Carleton St., Fairmont, W. Va. 26554.

## WANTED

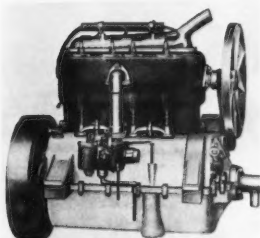
Need left back door and top hardware for a 1931 Model A Phaeton. I would also like to trade a good radiator shell (1930) for a 1931. DeWayne Walling, 1111 Maroby, Houston, Texas, 77017.

4 cyl. Cadillac - unrestored, any condition. Near complete chassis would be acceptable. Lee Sweet, Star RTC, Jensen Beach, Florida 33457.

Top bows and sockets for 1924-1925 Star-4 Model F touring. Everett Faulkner, 12529 S. Bellder Dr., Downey, Calif. 90242. Phone: TO 2-7930.

Exhaust manifold, '33 Chrys., Str. "8", radiator cap. CQ engine. Owner's manual on '33 Chrys. Imperial. '26 Chev. Rdst. Model "K" parts booklet. Bob Rollo, 9312 Nichols St., Bell Flower Calif.

Engine as pictured for 1911-12 American Underslung, 4-cyl., "T"-Head type, cast "en Bloc", or could use "L"-Head type Engine as pictured on PP. 63, March-April '68 Gazette. Also need 6 or 7 feed dash mount Lunkenheimer oiler, Warner shift and brake levers, Garford rear axle. All letters answered. R.D. Toney, 1350 Gloria Dr., Hollister, Calif. 95023.



Intake Side of Motor with Valve Cover Removed.

Will trade for pre-1920 open car in comparable condition. Rare 1917 overland with custom sedan body by 'Orillia' in good unrestored condition. Send snapshots of your car for mine. J.E. Lanigan, 4820 - 8th Ave., Regina, Saskatchewan, Canada.

## SWAP

Model T (steel) right hand drive transmission cover, torque tube for Model T two piece drive shaft housing (needs welding) Wanted. Model 16 John Brown Model T headlight 1914 T hood, 1915 horn. Jim Conner, 2858 Euclid Ave., Vancouver 16 B.C., Canada.

Have nice well-built car trailer, set of 4 T wire wheels and hubs 21 inch, also accessory T transmission that says on the side in large raised letters Jumbo Giant for Fords, patented December 28, 1915. Want 1930 Model A Phaeton body. George A. Carey, 1815 West First St., Sioux City, Iowa 51103.

One Model T Ford 1912 rear end and two 30 x 3 1/2 Buffalo with wheels for complete set of 30 x 3 1/2 wire wheels. Cliff Courtney, 3006 Pasadena St., Bakersfield, Calif. 93306.



## PARTS WANTED

1936 DUESENBERG 'SUN': Stromberg UU3 carburetor, Supercharger, Delco shocks.

1906 FORD 'K': McCord 2-feed oiler, Holley Type B magnet, Holley or Buffalo carburetor.

1914 FRANKLIN 'M SERIES 4': Starter unit complete with switch. Full set of 25-inch Stanweld wheels and rims.

1921 FRANKLIN 'SERIES 9-B': Outside door handle, Horn, Gas tank gauge, Headlamp.

1931 FRANKLIN 'SERIES 15': Dashboard type coil, Corcoran taillight.

1934 FRANKLIN 'SERIES 19-A': Spare tire locks, Ignition switch, Light switch for dash, Klaxon Model 18-C horn.

1933 HARMON '16': Gas cap, Sparton 'SOS Model L' Horn. Hand brake lever.

1916 MITCHELL 'C3-42' ROADSTER: Radiator cap, Crankhole cover, Transmission, Footrest, Ignition switch, Serial plate, Taillight & bracket, Distributor.

1904 PACKARD 'MODEL L': Transaxle (See Display Ad), Pair Solar Model 41-A Sidelamps.

1906 PACKARD '24': Spare tire brackets, Touring top bows, Cross-flow radiator, Rear door step plates.

1929 PLYMOUTH 'Q': Crankhole cover, Air cleaner, Gas tank cap, Carter Model 126S carburetor, Window crank, Winged radiator cap.

1903 STEVENS-DURYEA 'L': Lubricator, Wheels, Intake manifold, Carburetor, Coil box, Timer.

1947 VOLKSWAGEN (Mechanical Brake Type): Hubcaps, Rear license plate lens, Inside door handles, window cranks, Horn button, Cigarette lighter, Dome light lens, Fuel pump.

Please send offers of cars for sale to  
Bud Cattlett, P.O. Box 10, Reno, Nevada.

1904 Packard L Transaxle as pictured. Cast aluminum case. "Packard Motor Car Co., Detroit, Mich. L110A"

cast in raised letters on case.



1926 CHEVROLET 'SUPERIOR SERVICES V' (Commercial): Commercial type firewall having slanting dash.

CARBURETORS: Flechter 1-7/8" updraft. Zenith 2" or 2-1/8" horizontal side draft. Corser 1-7/8" updraft. Holley Model 'E' updraft. Stromberg Type T-2. Detroit lubricator dual throat for 1930 Packard. Stromberg UU 3. R.A.G. Type M, 1910 Stearns Dual type.

HEADLAMPS: Pair for 1927 Peerless '72' (six cylinder). Pair of Lucas QBD electric for 1934 SS1. Pair for 1928 Erskine '50'.

BRASS LAMPS: Pair Atwood No. 51 sidelamps. Atwood No. 52 taillamp. Pair Solar 41-A Sidelamps.

HEADLAMP LENSES: 9-3/4" 'More-lite'. 3-5/8" 'Warner Lenz'.

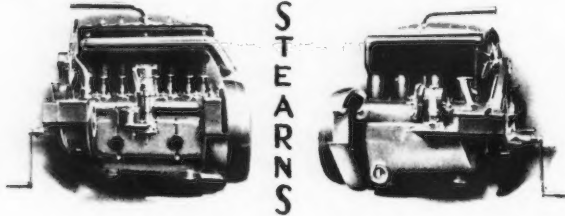
WIRE WHEELS: 80 MM Rudge-Whitworth 20-inch 72 spokes. Full set of 25-inch Rudge-Whitworth 120 MM 70 spokes. Buffalo Type HC4, 66 spoke, both 20 inch & 21 inch. 90 MM Rudge-Whitworth 23 inch.

Please give Full Details and Price in First Letter.  
Pictures Very Helpful.

ROGER ELLIS, HARRAH'S AUTOMOBILE COLLECTION,  
P.O. BOX 10, RENO, NEVADA 89504

## WANTED

For 1910 Stearns 15-30 (the small one) engine or parts, also rear end parts, clutch pedal and left headlight fork. Come on John! Vaun Rodgers, 407 Lombardy, El Paso, Texas 79922.



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For 1924 R & V Knight, drum headlights with monogram lenses—R & V shield engraved in the center of lens—9 1/2" diameter. Anything pertaining to R & V Knight, including entire car restored or original, any body style.  
F. M. Hamilton, 1009 Carleton St., Fairmont, W. Va. 26554

## FOR SALE

1909 Cadillac parts. Good touring frame \$75 fenders and splash pans \$25, roadster seat section \$10, touring body sides and other wood parts \$10. 1910 Cadillac touring body with doors 75% complete, excellent for pattern \$25. 1911 Cadillac rear doors with hinges, excellent \$25. 1909-10-11 Badger running-boards, excellent \$35. Write for details. Robert F. McNeil, 12162 Park Lane, Garden Grove, Cal. 92640

Circa 1903 W. L. Stewart 3 cyl. racing engine used by Frank Garbutt. All moving parts exposed; a real museum piece. \$975. 1912 Daimler Sleeve Valve Landalette with self generating headlamps, new tires and original instruction book. \$9500. Art Austria, 200 Mildred Ave., Venice, Cal. 90291

Ralph DePalma's Ampro HiFi Two Speed Dual Track Tape Recorder, which he kept as carefully as his racing cars. This momento for best offer to benefit Mrs. DePalma, % E. E. Miller 12172 Sheridan Lane, Garden Grove, Cal. 92640



1912 Olds Autocrat, four pass. Tourabout a very rare car, believed to be one of kind. Been restored 6 years. Only been driven 1,000 miles since restored. Beautiful condition, drive anywhere. Modestly priced \$15,000. You should see this one. James Shelton, 5835 Cherokee Rd., Sp. 60 Stockton, California. Phone: 931-2394.

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SIZES: 6-3/4 to 7-5/8 as desired.  
STYLE: 506 \$6.95  
The above hats are dress quality — not shabby reproductions.

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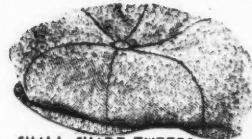
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**FIREMAN'S RED OR BLACK SUSPENDERS** — Old fashioned wide type. — \$1.98



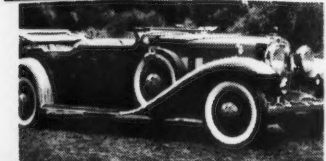
**SMALL SHAPE TWEEDS**  
Wool Tweed Driving Cap. Just like grandpa wore — \$3.29. Colors: Assorted tweeds. Sizes: 6-5/8 to 7-1/2. Style: 33T.

**LINEN DRIVING CAP** — Comfortable, well made. Tan color adjustable to fit all head sizes. \$3.29.

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1932 Stutz Touring. One of a kind



Fagan announces the opening of his Museum of Antique and Classic automobiles to the public. Featuring one of the finest collections of expertly restored cars to be found anywhere.

You will see some of the rarest Fords, such as the 1906 Model "K", 1908 2-lever "T" and 1903 Model "A".

All cars have been restored to original show condition. Many judged grand champion.

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Open Daily Hours: 8 A.M. to 9 P.M.  
Admission: Adults \$1.00  
Children 50c



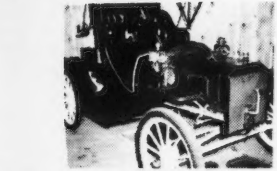
1908 Holsman High-wheeler



1906 Model K Ford



1927 Ford Roadster



1908 Model S Ford



1919 Grocery truck

162nd and Claremont Ave. Markham, Ill. (SOUTHEAST COOK COUNTY)

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1927 4-Cyl. Dodge Coupe. 5 main bearings. Extra engine parts. Including block, complete except rods, good sound car, snappy engine, Price \$350.00. T.W. Keto, 851 Railroad Ave., Wolf Creek, Oregon 97497.

Will trade 1914 Reo The Fifth-4-Door Touring. Restored professionally - excellent shape throughout. Original and authentic. Trade for pre-1914 six cylinder, unrestored brass, right hand drive car. Must be complete and original. Henry Rootlieb, 545 S. Center, Turlock, Calif.

Wanted: Roadster or Touring body for 1926 Cadillac. Henry Rootlieb, 545 S. Center, Turlock, California.

Model 10 Buick items. Rear end, radiator, planetary misc. Also 26" split rims. 4 dimple lock. For Model 29 Buick, rear end, front half of body. For Model 59T overland. Front half of body and 25" 2 dog lock rings. C. Ferrett - 130 W. Main St. - San Jacinto, Calif. 92383.

1928 Durant radiator with honeycomb core which could be altered to fit other cars. \$45. E. Miller, 12172 Sheridan Lane, Garden Grove, Calif. 92640.

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PROTECT your car from dust, moisture and fingers in the garage and on tour with a durable, heavy (.00375) Dupont polyethylene clear PORTABLE GARAGE. Strong stitched seams and elastic band at bottom. Will not crack in cold weather. Folds into compact bundle for tours.

13' long x 142" wide . . . (small, low cars) . . . .	\$ 9.50
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**NOW!** PREMIUM WIDE WHITE WALL  
TIRES FOR YOUR MODERN CAR

**TUBELESS — NYLON — 4 PLY, 6 PLY RATED**

7.50x14 —	\$53.00	7.00x15 —	\$56.00
8.00x14 —	\$54.00	8.00/8.20x15 —	\$58.00
6.70x15 —	\$52.00	9.00x15 —	\$58.00

*Above Prices Include Federal Excise Tax*

*Here's why you should replace with LINCOLNS:*

- Lincolns are safety-siped to give maximum traction and control — a must for two-wheel brakes.
- Lincoln's rubber compound contains chemicals that minimize ozone (age cracking).
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- Lincolns are rounder and better balanced.
- Lincolns have wide whitewalls, whiter whitewalls.
- Lincolns ride better — look better — *are* better!

**THE ONLY REASON TO BUY AN "OFF-BRAND" TIRE IS IF LINCOLN DOESN'T MAKE YOUR SIZE!**

# The World's Best Collector Car Tires

FOR FINE CARS OF YESTERDAY, TODAY AND TOMORROW

SIZE	RIM SIZE	CONSTRUCTION	PLY R'TING*	CAP. PER TIRE/LBS.	WIDTH WHITE WALL	BLACK WALL	WHITE WALL	EXCISE TAX	TUBE	EXCISE TAX
7.50x14	14	NYLON-TUBELESS	6*	1600/36	2 3/4		50.64	2.36		
8.00x14	14	NYLON-TUBELESS	6*	1730/36	2 3/4		51.47	2.53		
6.70x15	15	NYLON-TUBELESS	6*	1550/36	2 3/4		49.51	2.49		
7.00x15	15	RAYON	6*	1330/36	4 3/8		45.21	2.79	5.71	.29
7.00x15	15	NYLON-TUBELESS	6*	1820/36	3 1/2		53.19	2.81		
8.00/8.20x15	15	RAYON	6*	1400/30	5 1/4		47.51	2.49	5.71	.29
8.00/8.20x15	15	NYLON-TUBELESS	6*	2030/36	3 3/8		54.96	3.04		
9.00x15	15	NYLON-TUBELESS	6*	2030/36	2 3/4		54.96	3.04		
6.00x16	16	RAYON	6*	1065/36	3 3/8	29.69	38.69	2.31	4.79	.21
6.50x16	16	RAYON	6*	1215/36	4	30.40	39.40	2.60	4.74	.26
7.00x16	16	RAYON	6*	1395/36	4 1/2		46.06	2.94	4.74	.26
7.50x16	16	RAYON	6*	1560/36	5		52.31	3.69	4.68	.32
8.25x16	16	RAYON	6	1760/34	5 3/8		65.29	3.71	4.68	.32
8.25x16 D.W.W.	16	RAYON	6	1760/34	5 3/8		97.29	3.71	4.68	.32
5.25/5.50x17	17	RAYON	4	955/32	3 3/4	19.05	28.05	1.95	4.77	.23
6.00/6.50x17	17	RAYON	6*	1320/36	4		51.40	2.60	6.72	.28
7.00/7.50x17	17	RAYON	6*	1645/36	4 3/8		59.09	2.91	6.59	.41
5.25/5.50x18	18	RAYON	4	1000/32	3 3/4	20.04	29.04	1.96	4.77	.23
6.00/6.50x18	18	RAYON	6*	1375/36	4		52.17	2.83	6.72	.28
7.00/7.50x18	18	RAYON	6*	1710/36	4 3/8		61.64	3.34	6.56	.44
4.75/5.00x19	19	RAYON	4	895/32	3	18.20	27.20	1.80	4.76	.24
5.25/5.50x19	19	RAYON	4	1050/32	3 3/8	27.90	34.90	2.10	4.76	.24
6.00/6.50x19	19	RAYON	6*	1430/36	4	42.00	53.00	3.00	5.70	.30
7.00/7.50x19	19	RAYON	6*	1775/36	4 3/8	52.58	62.58	3.42	6.56	.44
4.75/5.00x20	20	RAYON	4	925/32	3	21.10	29.10	1.90	4.77	.23
5.25/5.50x20	20	RAYON	4	1075/32	3 3/8	22.76	30.76	2.24	5.70	.30
6.00/6.50x20	20	RAYON	6*	1500/36	4	44.94	53.94	3.06	6.68	.32
7.00x20	20	RAYON	6*	1700/36	4 3/8	55.89	68.89	4.11	8.52	.48
4.40/4.50x21	21	RAYON	4	800/32	2 3/8	18.37	27.37	1.63	4.77	.23
6.00x21	21	RAYON	6*	1350/36	3 3/4	45.40	55.40	2.60	6.68	.32
7.00x21	21	RAYON	6*	1700/36	4 3/8		71.05	3.95	8.52	.48
28x3 C.L.	22	RAYON	4	300/40	1 3/4	37.05	44.05	.95	4.80	.20
6.00x22	22	RAYON	6*	1350/36	3 3/4	46.21	56.21	2.79	8.65	.35
30x3 1/2 C.L.	23	RAYON	4	450/45	2 1/8	39.68	46.68	1.32	4.75	.25
32x4 1/2	23	RAYON	6*	1250/60	2 3/4	COMING SOON — COMING SOON				
6.00x23	23	RAYON	6*	1350/36	3 3/4	47.25	57.25	2.75	7.65	.35
30x3 C.L.	24	RAYON	4	300/40	1 3/4	37.19	44.19	.81	4.80	.20
32x4	24	RAYON	6*	1000/55	2 1/2	41.08	51.08	1.92	4.71	.29
33x4 1/2	24	RAYON	6*	1250/60	2 3/4	46.90	54.90	2.10	6.46	.44
33x4	25	RAYON	6*	1000/55	2 1/2	42.08	52.08	1.92	4.71	.29
34x4 1/2	25	RAYON	6*	1250/60	2 3/8	47.76	56.76	2.24	6.46	.44
35x5	25	RAYON	8*	1700/65	4	54.74	62.74	3.26	6.58	.42
34x4	26	RAYON	6*	1000/55	2 1/2	42.94	52.94	2.06	4.71	.29
36x4 1/2	27	RAYON	6*	1250/60	3	53.67	62.67	2.33	9.53	.47
37x5	27	RAYON	8*	1700/65	4	64.62	72.62	3.38	9.53	.47
36x4	28	RAYON	6*	1000/55	2 1/2	53.80	62.80	2.20	9.58	.42
38x4 1/2 C.L.	29	RAYON	8*	1000/65	3 3/4	90.19	97.19	2.81	10.58	.42

\*ALL FLAPS \$2.50 EACH

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